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OPERATION & WORKS COMMITTEE MG.0

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INDEX, PUBLIC WORKS COMMITTEE AGENDA, JANUARY 15, 1981

DEPUTATION: Mr. Gordon Rowley, Superior Recycling
Re Item 2

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT MATTER</u>
1.	139-80 2-80	Appointment of Chairman and Vice-Chairman for the Public Works Committee for 1981
2.	59-80	Recycling of newspaper
3.	59-80	Garbage Collection Contract - 1981
4.	27-80 50-80 34-80	Streetlighting - Barsuda Drive
5.	27-80 34-80	Decorative Streetlighting
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8.	139-80	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, JANUARY 15, 1981

COUNCIL CHAMBERS AT 10:00 A.M.

A G E N D A

DEPUTATION: Mr. Gordon Rowley, Superior Recycling
Re Item #2

MATTERS FOR CONSIDERATION:

1. Appointment of a Chairman and Vice-Chairman for the Public Works Committee to serve for the year 1981. Section 68a of Procedural By-law reads as follows:

"At the first regular meeting of each Standing Committee, a Chairman and a Vice-Chairman shall be elected by a majority of the members; Citizen members shall not be appointed as Chairman of any Standing Committee, with the exception of the Local Architectural Conservation Advisory Committee. The term of office for the Chairman of any Standing Committee shall be limited to a maximum of two consecutive years."

Files: 139-80; 2-80

DIRECTION REQUIRED

2. Mr. Gordon Rowley, Superior Recycling, will be attending the meeting to speak to the Committee concerning recycled newspaper.

On September 26, 1980, Mr. Michael Booth of Ontario Paper Recycling Inc., made a verbal and slide presentation to the Public Works Committee regarding a new paper plant being constructed by the Ontario Paper Recycling Inc. in Thorold, Ontario, that will use recycled newspaper. Mr. Booth emphasized that the construction of the plant would create a demand for approximately 100,000 tons of recycled newspaper every year. Therefore, Ontario Paper Recycling Inc. would be in a position to guarantee a minimum price for all used newspapers made available to them, which at that time, was \$30.00 per ton. At that time, several members of the Committee expressed concern that volunteer community groups, in the past, have been caught by a decline in demand for used paper and that such groups as the Boy Scouts, would be very wary to become involved in collecting newspapers again. Also at that time, Councillor Taylor advised the Committee that in his opinion, volunteer community

January 15, 1981

ITEM 2 CONTINUED

groups collecting used newspaper should receive the financial benefit of such work. Mayor McCallion advised that the contract with Munisan for garbage pickup would expire in the Spring of 1981 and that this matter should be incorporated into the negotiations with Munisan Limited. After some debate, the Committee made the following recommendation:

"That the Commissioner of Engineering and Works be directed to prepare a report on the feasibility of collecting used newspaper as part of the regular garbage pickup, and further, whether the price of \$30.00 per ton of used newspaper guaranteed by Ontario Paper Recycling Ltd., is sufficient to cover the Municipality's or community group's costs of collection."

This recommendation was adopted by Council on October 14, 1980.

The report referred to in the recommendation has not been considered by Council yet.

File: 59-80

DIRECTION REQUIRED

3. Report dated January 8, 1981, from the Commissioner of Engineering and Works, regarding the garbage collection contract. On May 31, 1981, the existing garbage collection contract with Munisan will expire. Mr. Taylor indicates that it is essential that the City, therefore, have a new contract in place well before May 31, 1981, in order that all approvals necessary have been received, such as Ontario Municipal Board, and also that the contractor can have the necessary equipment ready. Based on the foregoing, Mr. Taylor is suggesting that tenders be called immediately, to be awarded on March 9, 1981. Mr. Taylor suggests that the following matters be discussed at this time:
 - (i) Period of time the new contract should run for. It has been noted that the minimum length of time a contractor can bid on is three years and it is suggested that the contractors be allowed to bid on either a three or five year period.
 - (ii) Obtain a price for the cost of picking up debris and junk at the same time the garbage is picked up weekly. Mr. Taylor suggests that an item be included in the form of tender for the pickup of debris and junk.
 - (iii) Price be obtained from all contractors for pickup of garbage twice a week during June, July and August each year for single family residential areas.

January 15, 1981

ITEM 3 CONTINUED

- (iv) Garbage contractor give a price for picking up waste newspapers on a City-wide basis, separate from garbage.

Mr. Taylor also points out that at the present time, garbage bins are provided at the Clarkson and Malton Yards for residents with excess garbage and feels that if junk and brush could be included with the once a week collection, that the above yard bins could be eliminated. Also attached to the report is a copy of the present Garbage Collection By-law, #244-75, for the Committee's consideration. Mr. Taylor recommends:

"That tenders be called as soon as possible for garbage collection commencing June 1, 1981 on the following basis:

- (1) That prices be obtained for a contract running for both three and five years for once a week collection of garbage for single family dwellings and industrial establishments, and twice a week collection for multi-family developments, commercial and institutional establishments.
- (2) That the contractor be required to provide a bid to show the additional annual cost for the collection of brush and junk for a three and five year contract commencing June 1, 1981.
- (3) That the contractor be required to provide an additional annual cost of providing a second garbage collection a week for single family dwellings for the months of June, July and August.
- (4) That the contractor be required to provide for the cost of waste newspaper by separate collection for a three or five year period, and further, that this option be open to anyone who wishes to bid on same who is in the Paper Salvage collection field."

File: 59-80

RECOMMEND ADOPTION

4. Report dated January 7, 1981 from the Commissioner of Engineering and Works, regarding streetlighting on Barsuda Drive. This report was prepared as a result of a letter dated November 3, 1980 from Mr. & Mrs. J. Adams of 1789 Barsuda Drive, a copy of which is attached. In his report, Mr. Taylor indicates that there are no streetlights on Barsuda Drive from Clarkson Road to Truscott Drive, and that each house has a private lawn light on the front lawn. He also indicates that streetlighting, to City standards,

January 15, 1981

ITEM 4 CONTINUED

could be installed along Barsuda Drive from Clarkson Road to Truscott Drive for an estimated cost of \$42,000.00. Mr. Taylor also states that lawn lights were installed in many subdivisions between 1958 and 1962 as an incentive to build Gold Medallion Homes. Also attached is a letter dated December 17, 1980, from Mr. B. Fleming of Hydro Mississauga. Mr. Taylor recommends:

- (a) That the City of Mississauga allocate \$50,000.00 a year to provide streetlighting to streets which have lawn lights and no streetlights, and that once a streetlight system is installed, the City no longer maintain the lawn lights.
- (b) That streetlighting to City standards be placed on Barsuda Drive from Truscott Drive to Clarkson Road in 1981 at an estimated cost of \$42,000.00.

Files: 27-80; 50-80; 34-80

RECOMMEND ADOPTION

5. Report dated December 5, 1980, from the Commissioner of Engineering and Works regarding decorative streetlighting. This report was considered by General Committee on December 17, 1980, and was referred to the Public Works Committee for consideration. In his report, Mr. Taylor indicates that in the review of streetlighting sites in the City, the City should be continuing with a programme to replace the incandescent lights which have a high energy cost, as well as a high maintenance cost. Mr. Taylor recommends:

- (a) That the City of Mississauga continue its policy of gradually eliminating the incandescent lights in the City on an area basis.
- (b) That the existing decorative lights in the Streetsville Business Improvement District be removed as a direct cost to streetlighting from the City's system in 1981 by:
 - (i) Turning over the cost of same to the Streetsville Business Improvement District, or
 - (ii) Replacing the lights and lamp shades with a decorative type of fixture (non-illuminated).

Files: 27-80; 34-80

RECOMMEND ADOPTION

January 15, 1981

6. Report dated December 31, 1980 from the Commissioner of Engineering and Works, regarding streetlight vandalism in 1980. Mr. Taylor indicates that the Maintenance Budget for 1980 was \$450,000.00 and that vandalism costing \$96,000.00 used up approximately 20% of the Streetlight Maintenance Budget. Also attached to the agenda is a cost breakdown by month of the streetlighting repairs which Hydro Mississauga attributes to vandalism. Mr. Taylor recommends:

"That the report of the Commissioner of Engineering and Works dated December 31, 1980, with respect to streetlight vandalism, be received."

Files: 27-80; 76-80

RECOMMEND RECEIPT

7. Memo dated January 7, 1981 from the Commissioner of Engineering and Works, regarding the policy for sidewalk snowplowing and sanding in 1981. Also attached is a copy of a memo dated January 7, 1981 from Mr. Taylor to Mr. Debenham, Works Manager, setting out the 1981 Sidewalk Plowing and Sanding Policy.

Files: 24-80; 34-80

RECOMMEND RECEIPT

8. Summary of Unfinished Business relating to the Public Works Committee as of January 12, 1981.

File: 139-80

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

FILES: 15 111 00010
15 111 00011
11 141 00039

3.

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

January 8, 1981 JAN 8 1981

SUBJECT: Garbage Collection Contract.

ORIGIN: Engineering and Works Department.

P. W. DATE Jan. 15/81

COMMENTS: On May 31, 1981 the existing garbage collection contract with Munisan will expire. It is essential that the City, therefore, have a new contract in place well before May 31, in order that we may have received all approvals necessary - such as O. M. B. - and also so that the contractor can have the necessary equipment ready to serve the City. Based on the foregoing, we are suggesting that tenders be called immediately, to be awarded on March 9, 1981.

So that the tender documents can be made up, it is necessary for the Public Works Committee and Council to decide on a number of matters. The first item is the period of time which the new contract should run for, and it has been indicated that the minimum length of time a contractor can bid on is three years. We would suggest, therefore, to Council that we should allow the contractors to bid on either a three or five year period.

We also believe that in this contract we should obtain a price for the cost of picking up debris and junk at the same time the garbage is picked up weekly. We would suggest that an item be included in the form of tender for the pickup of debris and junk. The City would have the alternative of accepting or not accepting this option in the tender depending on the cost, and how the cost compares with the City's 1980 expenditures on debris and junk pickup.

There is discussion most years in February or March, around budget time, as to whether or not we can get a price for picking up garbage twice a week during June, July and August for single family residential areas. We are recommending that a price be obtained from all contractors for such pickup, and that the contract be worded that the City would have the right to accept or reject this option.

continued...

3.a

Chairman and Members
of the Public Works Committee - continued

Page 2

COMMENTS:

(continued) The remaining option we are suggesting to be in this year's contract is the one which would have the garbage contractor give a price for picking up waste newspaper on a City-wide basis, separate from the garbage. In addition, this option would be worded so that anyone in the Paper Salvage business could bid this item only, and the City would reserve the right to award this item as part of the garbage contract or independent thereof.

The basic contract would call for once a week collection of garbage for single family dwellings and industrial establishments and twice a week for multi-family developments, commercial and institutional establishments.

We wish to point out to Committee that at the present time we provide garbage bins at the Clarkson and Malton Yards for residents with excess garbage. We feel that if we provide a once a week collection for junk and brush as part of the garbage collection service we can eliminate these Yard binds. As you are aware, the Region of Peel provides bins at the central landfill site and these are open on a 24-hour, 7-day a week basis for emergency purposes.

Attached to our report is a copy of our present Garbage Collection By-law and we would request that you review this and if there is any recommendation for changes in the by-law they should be implemented at this time, as the by-law forms part of the tender documents. We would suggest you give consideration to removing the 6 bag limit for residential housing.

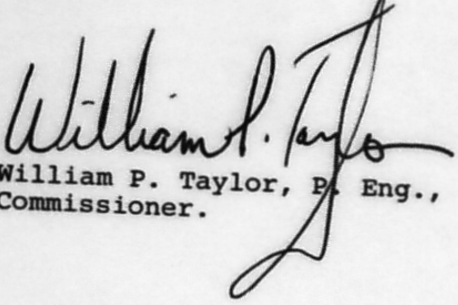
RECOMMENDATIONS:

That tenders be called as soon as possible for garbage collection commencing June 1, 1981 on the following basis:-

- 1 - That prices be obtained for a contract running for both 3 and 5 years for once a week collection of garbage for single family dwellings and industrial establishments, and twice a week collection for multi-family developments, commercial and institutional establishments.

continued.....

- RECOMMENDATIONS: 2 - That the contractor be required to provide a bid to show the additional annual cost for the collection of brush and junk for a 3 and 5 year contract commencing June 1, 1981.
- 3 - That the contractor be required to provide an additional annual cost of providing a second garbage collection a week for single family dwellings for the months of June, July and August.
- 4 - That the contractor be required to provide for the cost of waste newspaper by separate collection for a 3 or 5 year period. Further, this option will be open to anyone who wishes to bid on same who is in the Paper Salvage collection field.


William P. Taylor, P. Eng.,
Commissioner.

WPT.mh

c.c. E. M. Halliday

att. 1

4.9

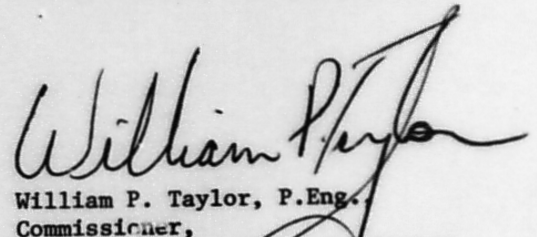
- 2 -

SUBJECT : Streetlighting - Barsuda Drive.

COMMENTS : streets is \$320,000.00. Attached are maps showing
continued ... the City streets which have lawn light installations.

RECOMMENDATION :

- 1) That the City allocate \$50,000 a year to provide streetlighting to streets which have lawn lights, and no streetlights. Once a streetlight system is installed, that the City no longer maintain the lawn lights.
- 2) That streetlighting to City standards be placed on Barsuda Drive from Truscott Drive to Clarkson Road, in 1981 at an estimated cost of \$42,000.00.


William P. Taylor, P.Eng.
Commissioner,
Engineering and Works Department

Att.

DWR:jb

cc : E.M. Halliday

H.D

1789 Darnold Drive
Mississauga, Ont.
Nov. 3, 1980

The Honorable Hazel McCallion
City of Mississauga

Dear Mrs McCallion.

Re: Street Lighting - Darnold Drive

On October 14, 1980 a worker from Mississauga Hydro came to check to be sure that the lawn lights on Darnold Drive were going through the individual home owners hydro meter. Darnold Drive, as you are probably aware, has no other type of street lighting, with the exception of one high pole light about 20 feet on the south side of Darnold near Clarkson Road.

Our oil heated bungalow was custom built on land that was sub-divided from the home on the corner of Clarkson Road and Darnold. It was not part of the electrically heated home that made up the part of the subdivision. Our property happens to have two of these light

The chap from Hydro advised that these lawn lights, while being maintained by Mississauga Hydro are indeed part of the City of Mississauga street lighting system. This of course means that as well as paying for street lighting on our regular hydro

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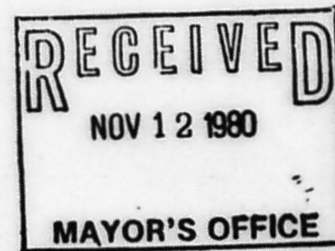
bill we are also paying for street lighting in our yearly taxes to the City of Mississauga.

In view of this we do feel that a rebate should be forthcoming from the city as of course Taxes and hydro are both escalating at an alarming rate.

We would appreciate it if you could give this matter some of your personal attention and advise us accordingly.

Yours very truly,

Mr & Mrs John R. Adams
(owners)



H.d

THIS AGREEMENT made in triplicate this 15th day of October 1961.

BETWEEN:

THE HYDRO-ELECTRIC COMMISSION
OF THE TOWNSHIP OF TORONTO
(Hereinafter called the "Commission")

OF THE FIRST PART

- and -

IDLEWYLDE DEVELOPMENTS
(ONTARIO) LIMITED

(Hereinafter called the "Owner")

OF THE SECOND PART

WHEREAS the Owner has requested the Commission to supply an Underground Electric Distribution System to supply electrical energy to serve Lots 1 to 47 inclusive, and Lots 62 and 63, of Registered Plan 632, Township of Toronto and to install Lawn Lights in lieu of the Standard Lights on the same lots, and the Commission has agreed on the terms and conditions hereinafter set forth.

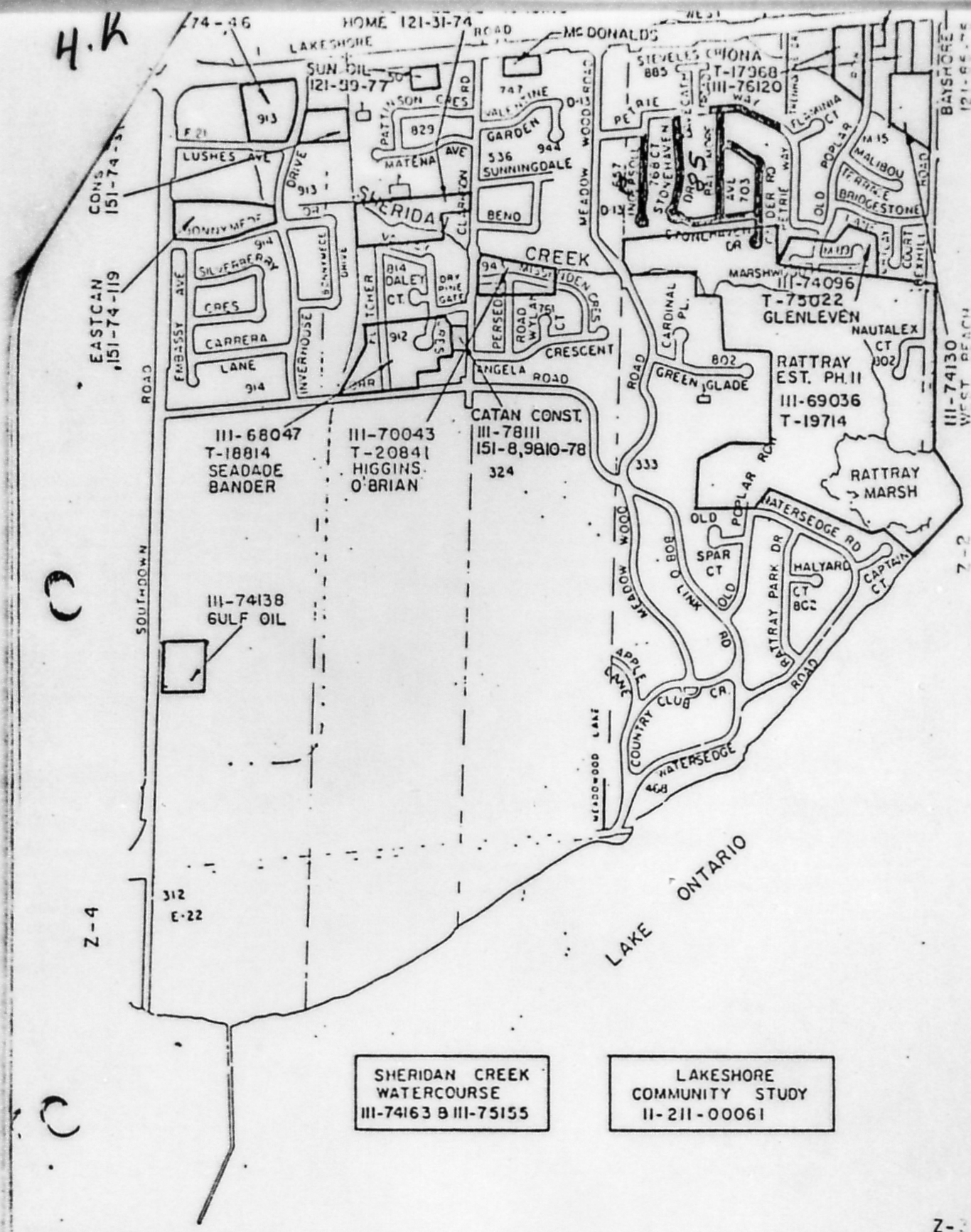
1. THE COMMISSION shall install an Underground Distribution System to serve Lots 1 to 47 inclusive, and Lots 62 and 63 of Registered Plan 632 for the Township of Toronto, and the Commission shall install Lawn Lights in place of the Standard Lights on the same lots of Registered Plan 632 of the Township of Toronto, at a total cost, for the Distribution System and Lawn Lights, of ---Twenty thousand five hundred and eighty--xx/100 Dollars (\$20,580.00) namely, --Four Hundred and Twenty--xx/100 Dollars (\$420.00) per lot, to be borne by the Owner.
2. THE OWNER is hereby given credit for the sum of --Seven Thousand Three Hundred and Fifty---xx/100 Dollars (\$7,350.00) namely, ---- --One Hundred and Fifty---xx/100 Dollars (\$150.00) per lot, being

SCHEDULE "A"

(a) "Minimum Electric Standard" is any dwelling that is wired to include at least the following features.

- (1) A full 100 Ampere Service
- (2) A 16-circuit panel
- (3) A Consumer owned Hydro Standard Water Heater
- (4) A Range Cable installed
- (5) A Dryer Cable installed

(b) "Gold Medallion Standard" is any dwelling that is wired to the standard established by the Electric Service League of Ontario for a Gold Medallion All Electric Home and bearing the Triple Seal of Approval of the Electric Heating Association of Ontario.

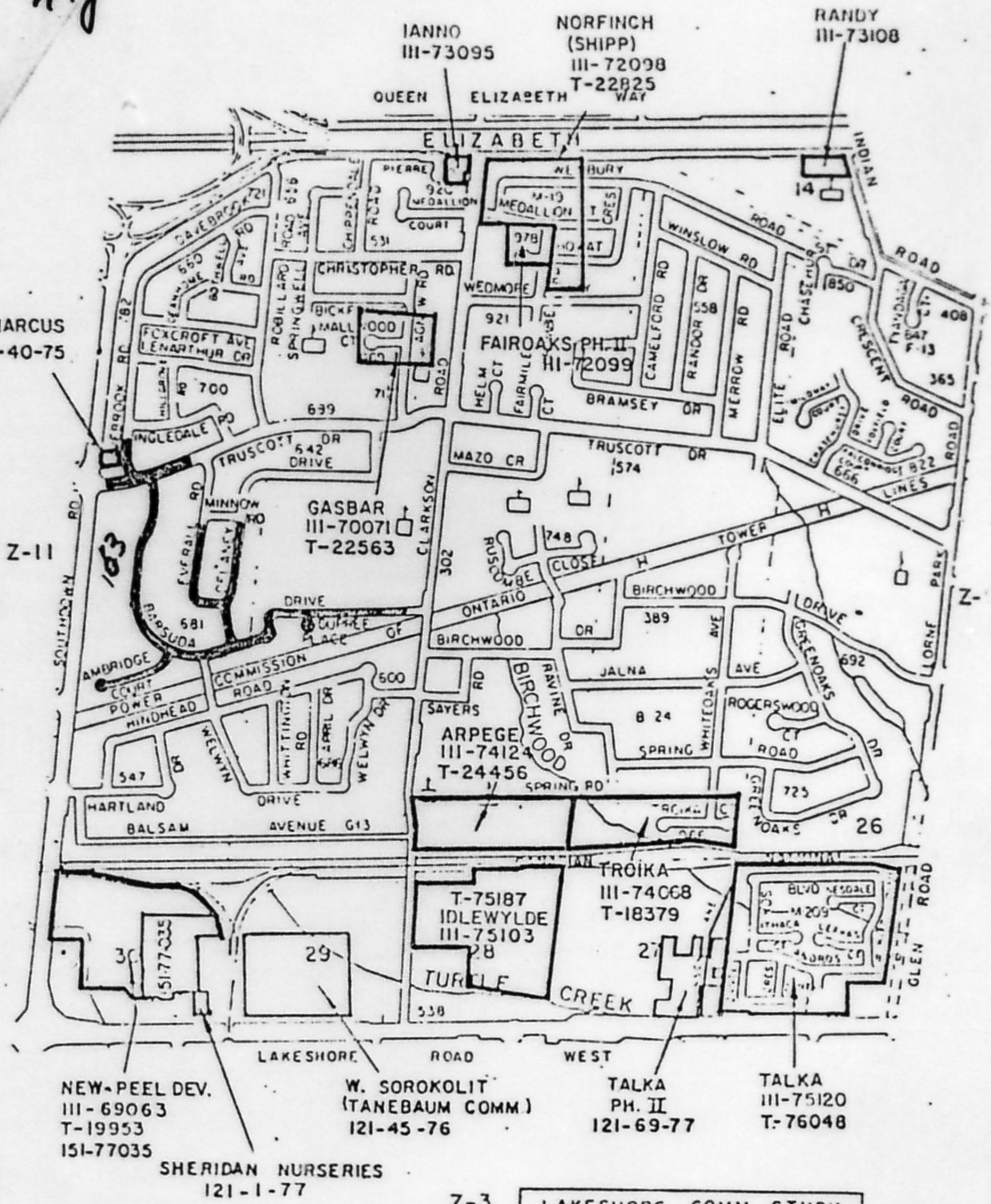


H:j

Z-17

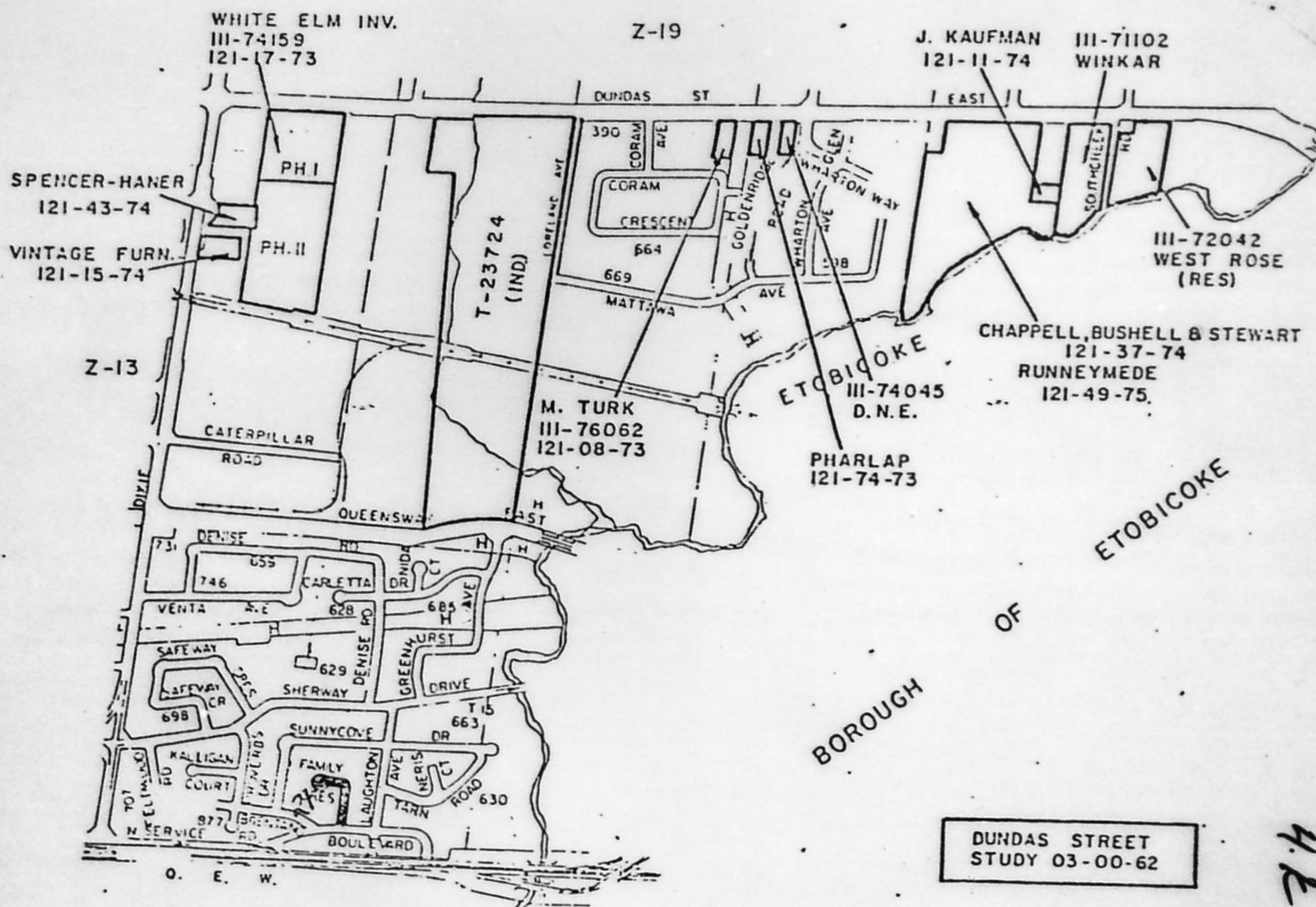
S. MARCUS
121-40-75

Z-11



Z-3
LAKE SHORE COMM. STUDY
II-211 - 00067

Z-1



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H.n

210-80

HYDRO MISSISSAUGA

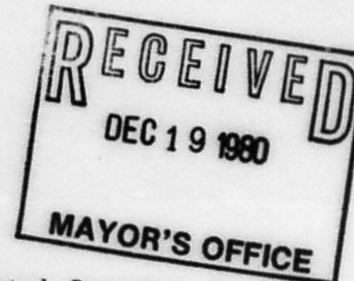
3240 MAVIS ROAD, MISSISSAUGA, ONTARIO L5C 3K1 • (416) 279-9000

OFFICE OF THE GENERAL MANAGER

December 17, 1980

HAND-DELIVERED

Mayor Hazel McCallion
City of Mississauga
1 City Centre Drive
MISSISSAUGA
ONTARIO



Dear Mrs. McCallion:

I have for reply your letter dated December 5, 1980, along with a copy of a letter written to you on November 3, 1980 from Mr. and Mrs. J.R. Adams of 1789 Barsuda Drive, respecting lawn lights on private property.

During the mid-1960's, such photocell-controlled lights were installed on the front lawns of approximately 526 homes, in lieu of conventional street lighting. Under the terms of subdivision agreements between Toronto Township Hydro and a series of subdivision developers, the installations costs were borne by the developer.

The practice since that time has been that the energy used by these lights has been paid for by the Consumer, since the connection was made on the load side of the meter. This amounts to about 4 cents per day, based on present rates. The repair and maintenance costs of this type of lighting was always borne by Toronto Township Hydro until the City assumed this responsibility a few years ago, along with all street light maintenance.

There is an understanding that lawn lights add a certain value and prestige to a residential neighbourhood due to the pleasing aesthetic effects. It is further acknowledged that the cost of maintaining lawn lights is higher than for conventional street lights. For these reasons, it seems fair and reasonable that the residents enjoying lawn lights pay the energy charges and this is widely accepted by such residents.

Chairman - A. E. BRADLEY, P. Eng. • Vice-Chairman - R. K. WALKER

Commissioners - HAZEL McCALLION, Mayor - Dr. D. J. SHERBANIUK - J. C. SADDINGTON, C. A. • General Manager - B. D. FLEMING, P. Eng.



City of Mississauga

MEMORANDUM

FILES: 11 141 00039
17 111 80142

RECEIVED

17431

To: _____ From: William P. Taylor, P. Eng.
Dept. General Committee DEC 8 1980 Dept. Engineering and Works

27-80

December 5, 1980

SUBJECT:

Decorative Streetlighting.

P. W. DATE Jan. 15/81

ORIGIN:

Mayor Hazel McCallion.

COMMENTS:

We have been asked to review the cost of maintaining areas where non-standard (decorative) streetlighting is in existence in the City of Mississauga.

We presently have 4 main types of decorative lighting and the following are details of same:-

1 - Streetsville Business Improvement District

There are 45 light standards and on each pole there are 3 globes. The cost in 1980 of maintaining these globes and standards is \$45,000.00 (estimated). We have been replacing an average of 15 globes per month at a cost of \$140.00 per globe.

It is felt that with the high cost of maintaining this decorative lighting, and inasmuch as there is alternative light available on Queen Street - Mississauga Road in Streetsville, it would be in order to consider removal of this lighting in 1981 as there appears to be no type of material available to reduce this high vandalism problem.

2 - Circle Lights

These lights have been located in new subdivisions between the years 1967-76. There are approximately 4,200 of these, of which some 350 are replaced each year at a cost of \$190.00 each - or an annual expenditure of \$66,500.00. This works out to an average amount per light of \$16.00.

continued.....

5.9

COMMENTS:

2 - Circle Lights - continued

These lights are the only system available and those which were installed in the earlier years (late 1960's) will be replaced as they wear out with high pressure sodium and 30' poles, on an area basis.

2 - Meadowvale Lamp Shades

There are 700 of these lights in Meadowvale and we replace 50 globes a year at a cost of \$240.00 per globe, or a total expenditure of \$12,000.00 per annum. This works out to \$17.00 per light.

The original manufacturer of these lights has stopped producing this type and replacements, therefore, are of necessity custom made.

These lights again have no backup and like the Circle Lights will be replaced by high pressure sodium on 30' standards on an area basis.

4 - Lawn Lights

There are 600 of these lights and 50 of them are replaced each year at a cost of \$120.00 per light, or a total expenditure of \$6,000.00.

This works out to a \$10.00 per light annual maintenance cost for vandalism. Again, these lights have no backup system and can only be removed when adequate streetlighting is installed in those areas of the City where they presently exist.

5- Incandescent Lights

The City is presently engaged in a program of replacing the 4,800 existing incandescent lights which have a high energy, high maintenance, cost. This program is going to take 5-10 years to complete.

continued.....



City of Mississauga

MEMORANDUM

FILE REFERENCE: 11 141 00039
17 111 80142

REQUEST NO. 240-80

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

P. W. DATE Jan. 15/81

December 31, 1980

SUBJECT:

Streetlight vandalism - 1980.

ORIGIN:

Engineering and Works Department.

COMMENTS:

Attached to this report is a cost breakdown by month of the Streetlighting repairs which Mississauga Hydro attributes to vandalism.

It is interesting to note that our Maintenance Budget for 1980 was \$450,000.00 and, therefore, vandalism costing \$96,000.00, used up approximately 20% of our Streetlight Maintenance Budget.

RECOMMENDATIONS:

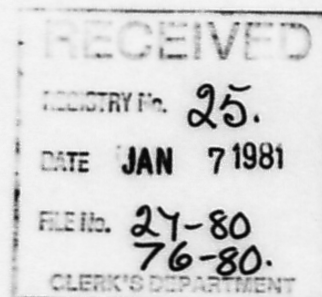
That the report of the Commissioner of Engineering and Works dated December 31, 1980 with respect to Streetlight vandalism be received.

WPT.mh

c.c. E. M. Halliday

Att. 1

William P. Taylor
William P. Taylor, P. Eng.
Commissioner.



6.a

copy

FILE C12

MEMORANDUM TO: K. POSGATE
FROM: O. BLOWER
DATE: DECEMBER 17, 1980
SUBJECT: STREETLIGHT
VANDALISM 1980

January	\$ 7,779.00	
February	7,431.00	
March	9,085.00	
April	13,338.00	
May	7,363.00	
June	8,349.00	
July	7,327.00	
August	5,729.00	
September	8,244.00	
October	8,168.00	
November	5,032.00	
December (estimate)	<u>8,470.00</u>	\$ 96,315.00
Back Log	12,741.00	
Poles Hit and Run Projected Cost to Year End — 24 @ \$1400.00	<u>33,600.00</u>	
Total Cost		\$142,655.00

O. Blower

O. BLOWER,
STREETLIGHT SUPERINTENDENT.

OB:jmc

c.c. D. Rae, City of Mississippi
M. S. Lamm
K. Robertson

ENGINEERING	
RECEIVE	
DEC 19 1980	
Route To	Initials
DWR	



City of Mississauga

MEMORANDUM

FILE REFERENCE: 12 211 80010
11 141 00039

To Chairman and Members of the

From William P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Engineering and Works

P. W. DATE Jan. 15/81

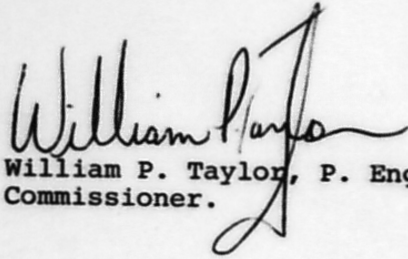
January 7, 1981

82-
JAN 8 1981

The attached memo has been forwarded to our Supervisory
Personnel in the Works Division of this department with
respect to our policy for sidewalk snowplowing and sanding
in 1981.

WPT.mh
att. 1

c.c. E. M. Halliday


William P. Taylor, P. Eng.
Commissioner.



7.a

City of Mississauga

MEMORANDUM

FILE: 12 211 80010

To D. J. Debenham

From William P. Taylor, P. Eng.

Dept. Works Manager

Dept. Engineering and Works

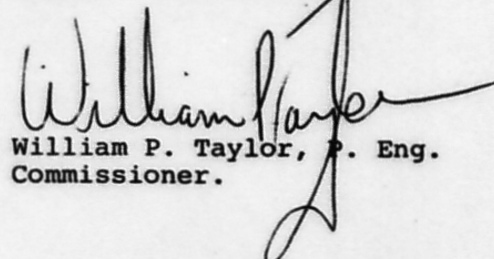
January 7, 1981

RE: 1981 Sidewalk Plowing and Sanding Policy

The following will be the policy in 1981 for sidewalk plowing and sanding:-

- 1 - That the City sand and plow the following sidewalks as and when deemed necessary by the Engineering and Works Department - (this would be after any snow or ice storm) -
 - (a) Major Arteries
 - (b) Senior Citizens Areas
 - (c) Bus Stops
- 2 - That heavily pedestrian-travelled residential streets will be plowed only after a snowfall in excess of 8 centimetres.
- 3 - That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, will not be plowed at all.
- 4 - Sanding of sidewalks will be undertaken whenever a severe icing condition occurs, based on the above priorities for plowing.

This, of course, does not apply to the freeze-thaw cycle which we expect most nights in Mississauga.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. Mayor Hazel McCallion,
E. M. Halliday.

PUBLIC WORKS COMMITTEE

DATE: JANUARY 12, 1981

SUMMARY OF UNFINISHED BUSINESS

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
207-80	Eng. & Works	Collection of Used Newspapers for Recycling	Public Works Committee Sep. 26/80	Mar. 15/81	

January 15, 1981

ITEM 3 CONTINUED

that possibly the limitation of six (6) bags per residential dwelling could be deleted from the Garbage Collection By-law, #244-75. After considerable discussion the following recommendations were voted on and approved by the Committee:

- "(a) That Section 13 of Garbage By-law 244-75, be amended by deleting the reference to a six (6) bag limit in residential areas only.
- (b) That Mr. W. P. Taylor, Commissioner of Engineering and Works, prepare a further report for consideration by the Public Works Committee on suggested amendments to By-law #244-75, to tighten up the regulations for setting out materials on boulevards for pickup.
- (c) That prices be obtained for a garbage collection contract running for both three and five years based on once a week collection of garbage for single family dwellings and industrial establishments, and twice a week collection for multi-family developments, commercial and institutional establishments.
- (d) That the tenderers on the garbage collection contract be required to provide a bid to show the additional cost for the collection of brush and junk for both a three and five year contract commencing June 1, 1981.
- (e) That the tenderers also be required to provide a price for the separate collection of waste newspapers for both a three and five year period, and further, that this option be open to anyone in the Paper Salvage Collection field who wishes to bid on it."

File: 59-80

Recommendation #3 (Councillor Cook)

- 4. Report dated January 7, 1981 from the Commissioner of Engineering and Works, regarding streetlighting on Barsuda Drive. This report was prepared as a result of a letter dated November 3, 1980 from Mr. & Mrs. J. Adams of 1789 Barsuda Drive, a copy of which was attached to the agenda. In his report, Mr. Taylor indicated that there were no streetlights on Barsuda Drive from Clarkson Road to Truscott Drive, and that each house has a private lawn light on the front lawn. He also indicated that streetlighting, to City standards, could be installed along Barsuda Drive from Clarkson Road to Truscott Drive for an estimated cost of \$42,000.00. Mr. Taylor also stated that lawn lights were installed in many subdivisions between 1958 and 1962 as an incentive to build Gold Medallion Homes. Also attached

January 15, 1981

ITEM 4 CONTINUED

to the agenda was a letter dated December 17, 1980 from Mr. B. Fleming, Manager of Hydro Mississauga. Mr. Taylor recommended:

- " (a) That the City of Mississauga allocate \$50,000.00 a year to provide streetlighting to streets which have lawn lights and no streetlights, and that once a streetlight system is installed, the City no longer maintain the lawn lights.
- (b) That streetlighting to City standards be placed on Barsuda Drive from Truscott Drive to Clarkson Road in 1981 at an estimated cost of \$42,000.00.

Councillor Cook recommended that there be no change in the present City policy and procedure regarding lawn lights. The Committee endorsed Councillor Cook's recommendation in this regard.

Files: 27-80 Recommendation #4 (Councillor Cook)
50-80
34-80

5. Report dated December 5, 1980 from the Commissioner of Engineering and Works regarding decorative streetlighting. This report was considered by General Committee on December 17, 1980, at which time the following recommendation was made:

"That the report dated December 5, 1980 from the Commissioner of Engineering and Works, with respect to the cost of maintaining areas where non-standard (decorative) streetlighting exists in the City be referred to the Public Works Committee for consideration, and that the Committee also review design and type of lights used, the lighting of parks and park pathways, and the cause of damage and replacement costs."

This recommendation was adopted by Council on Friday, December 19, 1980. In his report, Mr. Taylor indicated that in the review of streetlighting sites in the City, the City should be continuing with a programme to replace the incandescent lights which have a high energy cost, as well as a high maintenance cost. Mr. Taylor recommended:

- " (a) That the City of Mississauga continue its policy of gradually eliminating the incandescent lights in the City on an area basis.

PUBLIC WORKS COMMITTEE

JANUARY 15, 1981

REPORT NO. 1-81

1. That Councillor D. Culham and Mr. Judson Newell be appointed Chairman and Vice-Chairman, respectively, of the Public Works Committee, to serve for the year 1981.

(38-1-81) 139-80
2-80

2. That the verbal presentation by Mr. Gordon Rowley, Superior Recycling, regarding the recycling of newspaper and his company's joint efforts for the collection of newspaper with the Boy Scouts and other volunteer groups, in the City of Mississauga, be received.

(38-2-81) 59-80

3.
 - (a) That Section 13 of Garbage By-law 244-75, be amended by deleting the reference to a six (6) bag limit in residential areas only.
 - (b) That Mr. W.P. Taylor, Commissioner of Engineering and Works, prepare a further report for consideration by the Public Works Committee on suggested amendments to By-law 244-75, to tighten up the regulations for setting out materials on boulevards for pickup.
 - (c) That prices be obtained for a garbage collection contract running for both three and five years based on once a week collection of garbage for single family dwellings and industrial establishments, and twice a week collection for multi-family developments, commercial and institutional establishments.
 - (d) That the tenderers on the garbage collection contract be required to provide a bid to show the additional cost for the collection of brush and junk for both a three and five year contract commencing June 1, 1981.
 - (e) That the tenderers also be required to provide a price for the separate collection of waste newspapers for both a three and five year period, and further that this option be open to anyone in the Paper Salvage Collection field who wishes to bid on it.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, FEBRUARY 19, 1981

DEPUTATION:

<u>ITEM</u>	<u>FILE #</u>	<u>SUBJECT</u>	<u>REPRESENTATIVE</u>
1.	103-80	Eglinton Avenue Bridge over Credit River	Mr. R. Nairn McCormick, Rankin & Associates Limited
2.	18-80	1980 Road Needs Study	Mr. R. Blay, McCormick Rankin & Associates Limited
3.	33-80A	Reconstruction of Winston Churchill Blvd.	
4.	59-80	Garbage Contract By-law Amendments	
5.	24-80	1981 Sidewalk Plowing and Sanding Policy	
6.	139-80	Summary of Unfinished Business	

February 19, 1981

ITEM 1 CONTINUED

- (4) The Toronto Area Transit Operating Authority has scheduled the introduction of GO Transit service on the C.P.R. line commencing in September, 1981.
- (5) The City has developed a new alignment for Creditview Road, south of Eglinton Avenue, in order to facilitate the construction of Highway 403.

The Environmental Assessment requires the "proponent" of a major project to prepare and submit to the Minister of the Environment, a report which must include the following:

- (1) the reason for the project
- (2) the alternatives to the undertaking
- (3) the reasons for selecting the recommended alternative
- (4) the steps that will be taken to minimize any adverse impacts

While the Act does not require the "proponent" to review the project with the public, the Ministry of the Environment makes the Environmental Assessment Report available for public scrutiny and comment before approving it. Mr. R. Nairn of McCormick, Rankin and Associates Limited, feels that the study should be undertaken so that it will satisfy all requirements of The Environmental Assessment Act. This would then possibly permit the City to be granted an exemption under the Act. This approval would necessitate the following additional work at a cost of \$35,000.00:

- (1) updating the River screenline analysis in order to properly address the question of need and timing.
- (2) meeting with identified agencies and the public to review the earlier planning study alternatives and recommendations.
- (3) carrying out a limited environmental assessment with particular emphasis on identifying possible impacts on adjacent land use as well as the Credit River.
- (4) updating property requirements, access arrangements, utility relocations, structure arrangements, preliminary costs, staging options, etc.
- (5) meeting with identified agencies and the public to review the updated planning study recommendations.
- (6) presentation of the study recommendations to Council for approval.

February 19, 1981

ITEM 1 CONTINUED

- (7) application to the Ministry of the Environment for a formal exemption from the requirements of the Environmental Assessment Act.
- (8) application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at the crossing of Eglinton Avenue and the Canadian Pacific Railways.

Mr. Taylor recommends:

"That McCormick, Rankin and Associates Limited be retained for a fee not to exceed \$35,000.00 to update their 1975 report in order to make an application to the Ministry of the Environment for a formal exemption from the requirements of The Environmental Assessment Act, and make application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at Eglinton Avenue and the C.P.R. line."

Mr. Nairn of McCormick, Rankin & Associates Limited, will be appearing before the Committee to answer any questions the Committee may have on this matter.

File: 103-80

RECOMMEND ADOPTION

- 2. Enclosed with the Agenda for Committee members only, is a copy of the 1980 Road Needs Study prepared by McCormick, Rankin & Associates Limited. Mr. R. Blay of McCormick, Rankin and Associates Limited, will be appearing before the Committee regarding this Study. Mr. Taylor recommends:

"That the 1980 Road Needs Study be received."

File: 18-80

RECOMMEND RECEIPT

February 19, 1981

3. Report dated February 13, 1981, from the Commissioner of Engineering and Works, regarding the reconstruction of Winston Churchill Boulevard between Eglinton Avenue and Derry Road - 1981 Capital Budget. This report was prepared as a result of Council Resolution #37, passed by Council on January 26, 1981. Council Resolution #37 requested that staff review and report on the matter of the widening of Winston Churchill Boulevard for the consideration of the Planning Committee and the Public Works Committee. The Engineering Department's proposal to reconstruct Winston Churchill Boulevard to the above captioned limits has been included as a 1981 Capital Programme for Council's consideration. The estimated cost of providing two lanes of asphalt running surface, gravel shoulders, underground services, concrete sidewalk, streetlighting and intersection improvements for this section of road is two million dollars (\$2,000,000.00) gross. An anticipated road subsidy of \$700,000.00 can be expected from the M.T.C. with the balance of \$1,300,000.00 being assigned as direct City cost.

The second phase of the reconstruction programme has tentatively been established as a 1985 Capital Project during which the roadway will be widened by an additional two lanes. Future widening of Winston Churchill Boulevard to the ultimate six (6) lane section has also been considered but will probably not be required until at least 1995.

The proposed reconstruction programme is planned to serve as a major north-south arterial road linking three (3) major expressways (Q.E.W. - #403/407) as well as intercepting all of the City's east-west collector roads, existing and proposed.

The Winston Churchill Boulevard construction programme has been analysed as two separate entities:

Section (A) Winston Churchill Boulevard from Eglinton Avenue to Britannia Road

Section (B) Winston Churchill Boulevard from Britannia Road to Derry Road

Mr. Taylor recommends:

- (a) That subject to approval in the Capital Budget, Winston Churchill Boulevard from Eglinton Avenue to Derry Road be initially reconstructed to two lanes asphalt running surface, with a four lane base, gravel shoulders, underground services, concrete sidewalks, and streetlighting with intersection and channelization improvements where deemed necessary.

February 19, 1981

ITEM 3 CONTINUED ...

- (b) That during the design work on Winston Churchill Boulevard, the Commissioner of Engineering and Works be authorized to include noise attenuation into the contract as deemed necessary.
- (c) That the 15m I.C.T.S. corridor shown on the Official Plan be designated as being east of Winston Churchill Boulevard road allowance.
- (d) That the proposed rights-of-way shown in the Official Plan be reconfirmed and that the City continue to take widenings in accordance with these designated widths.

File: 33-80A

RECOMMEND ADOPTION

- 4. Report dated February 11, 1981, from the Commissioner of Engineering and Works, regarding the Garbage Handling and Collection By-law. Council, at its meeting on January 26, 1981, adopted the following recommendation:

"That Mr. W. P. Taylor, Commissioner of Engineering and Works, prepare a further report for consideration by the Public Works Committee on suggested amendments to By-law 244-75, to tighten up the regulations for setting out materials on boulevards for pickup."

Also attached to the agenda is the draft by-law which contains the necessary revisions to tighten up the regulations for setting out materials and consolidates the existing Garbage Handling and Collection By-law No. 244-75 and amending By-law 57-81. Attached is a Copy of By-law 244-75 and By-law 57-81 for the Committee's information. Mr. A. E. McDonald, Director of Maintenance Engineering, who will be in attendance at the meeting, will be prepared to review the by-law in detail with the Committee. Mr. Taylor recommends:

"That the existing Garbage Handling and Collection By-law No. 244-75 and amendments thereto being By-law No. 57-81, be repealed and be replaced by the attached draft by-law."

File: 59-80

RECOMMEND ADOPTION

February 19, 1981

5. The Public Works Committee, at its meeting on January 15, 1981, considered a memorandum dated January 7, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works, along with a copy of a memorandum dated January 7, 1981, from Mr. Taylor to Mr. D. Debenham, Works Manager, concerning the 1981 Sidewalk Plowing and Sanding Policy. The Public Works Committee made the following recommendation:

"That the following be adopted as the 1981 Sidewalk Plowing and Sanding Policy:

- (a) That the City of Mississauga sand and plow the following sidewalks after any snow or ice storm, as and when deemed necessary by the Engineering and Works Department:
 - (i) Major Arteries
 - (ii) Senior Citizens Areas
 - (iii) Bus Stops
- (b) That heavily pedestrian-travelled residential streets be plowed only after a snowfall in excess of 8 centimetres.
- (c) That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, not be plowed at all.
- (d) That the sanding of sidewalks be undertaken whenever a severe icing condition occurs, based on the above priorities for plowing.
- (e) That these procedures not apply to the freeze-thaw cycle experienced most winter nights in Mississauga."

Council, at its meeting on January 26, 1981, referred this matter back to the Public Works Committee for further consideration. The Commissioner of Engineering and Works will address the Committee on this matter.

Files: 24-80; 34-80

DIRECTION REQUIRED

6. Summary of Unfinished Business relating to the Public Works Committee as of February 16, 1981.

File: 139-80

RECOMMEND RECEIPT

COMMENTS:
(continued)

- 5 - The City has developed a new alignment for Creditview Road south of Eglinton Avenue in order to facilitate the construction of Highway 403.

With respect to the Environmental Assessment Act, it is concerned with the impact of any project on the natural environment, but this is only part of the content of an Environmental Assessment. In total, the Act requires the "proponent" of a major project to prepare and submit to the Minister of the Environment, a report which must include the following:-

- a) the reason for the project
- b) the alternatives to the undertaking
- c) the reasons for selecting the recommended alternative.
- d) the steps that will be taken to minimize any adverse impacts

While the Act does not require the "proponent" to review the project with the public; the Ministry of the Environment makes the Environmental Assessment Report available for public scrutiny and comment before approving it. As a consequence, based on our successful experience with the Burnhamthorpe Road Bridge, it would be considered advisable to involve the public in planning process prior to submitting the report to the Ministry of the Environment so that any public concerns can be properly addressed in the report.

Mr. Nairn, of McCormick, Rankin & Associates Limited, has advised that on that basis the updating of the Eglinton Avenue Study should be done so that it will satisfy all the requirements of The Environmental Assessment Act. This would then possibly permit the City to be granted an exemption under the Act.

This approval would necessitate the following additional work at a cost of \$35,000.00.

- 1) updating the River screenline analysis in order to properly address the question of need and timing.

continued....

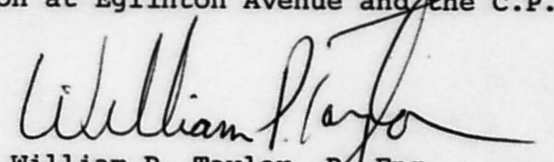
COMMENTS:

- 2) meeting with identified agencies and the public to review the earlier planning study alternatives and recommendations.
- 3) Carrying out a limited environmental assessment with particular emphasis on identifying possible impacts on adjacent land use as well as the Credit River.
- 4) updating property requirements, access arrangements, utility relocations, structure arrangements, preliminary costs, staging options, etc.
- 5) meeting with identified agencies and the public to review the updated planning study recommendations.
- 6) presentation of the study recommendations to Council for approval.
- 7) application to the Ministry of the Environment for a formal exemption from the requirements of the Environmental Assessment Act.
- 8) application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at the crossing of Eglinton Avenue and the Canadian Pacific railways.

We have asked Mr. R. Nairn of McCormick, Rankin & Associates Limited, to be present at this meeting to answer any questions which members of Committee might wish to ask.

RECOMMENDATION:

That McCormick, Rankin & Associates Limited be retained for a fee not to exceed \$35,000.00 to update their 1975 report in order to make an application to the Ministry of the Environment for a formal exemption from the requirements of The Environmental Assessment Act, and make application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at Eglinton Avenue and the C.P.R.


William P. Taylor, P. Eng.
Commissioner,
Engineering and Works Department.

WPT:mh E. M. Halliday.



City of Mississauga

MEMORANDUM

Files: 11 141 00039
17 111 80100

To: Chairman and Members From: William P. Taylor, P.Eng.
Dept. Public Works Committee Dept. Engineering and Works

P. W. DATE Feb. 19/81

February 13, 1981.

SUBJECT: Reconstruction of Winston Churchill Boulevard between Eglinton Avenue and Derry Road - 1981 Capital Budget.

ORIGIN: Council Resolution # 37 (January 26, 1981) - Request for Report No. 8-81.

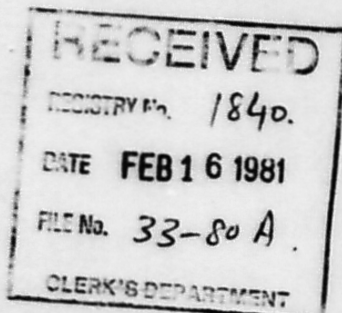
COMMENTS: Council Resolution # 37 requested that staff review and report on the matter of the widening of Winston Churchill Boulevard for the consideration of the Planning Committee and the Public Works Committee.

The Engineering Department's proposal to reconstruct Winston Churchill Boulevard to the above captioned limits has been included as a 1981 Capital Programme for Council's consideration. The estimated cost of providing two lanes of asphalt running surface, gravel shoulders, underground services, concrete sidewalk, streetlighting and intersection improvements for this section of road is two million dollars (\$ 2,000,000.00) gross. An anticipated road subsidy of \$ 700,000.00 can be expected from the M.T.C. with the balance of \$ 1,300,000.00 being assigned as direct City cost.

The second phase of the reconstruction programme has tentatively been established as a 1985 Capital Project during which the roadway will be widened by an additional two lanes. Future widening of Winston Churchill Boulevard to the ultimate six (6) lane section has also been considered but will probably not be required until at least 1995.

Winston Churchill from Eglinton Avenue to Derry Road is located in the north-west quadrant of the City of Mississauga. The proposed reconstruction programme is planned to serve as a major north-south arterial road linking three (3) major expressways (Q.E.W.-#403-#401/407) as well as intercepting all of the City's east-west collector roads, existing and proposed.

.../...



...2...

February 13, 1981

3.4

Chairman and Members of the
Public Works Committee

COMMENTS: (continued)

At the present time Winston Churchill Blvd. through this section has poor vertical alignment and is deficient in structural adequacy.

Winston Churchill Blvd. will act as an arterial traffic facility serving the existing and developing residential communities on both sides together with the industrial and commercial areas in Meadowvale.

The designated right-of-way widths for Winston Churchill Boulevard, as established on the Official Plan are as follows:

Section (A) Winston Churchill Boulevard from Eglinton Avenue to Britannia Road - 50m (160'±)

Section (B) Winston Churchill Boulevard from Britannia Road to Derry Road - 35m (120'±)

Section (C) Winston Churchill Boulevard from Derry Road to City Limits - 35m (120'±)

The right-of-way widths as defined for Winston Churchill Boulevard between Eglinton Avenue to Britannia Road (Section A) will accommodate the intermediate capacity transit system shown on the Official Plan's road and transit network. The 15m (40'±) corridor is graphically illustrated and located on the east side of Winston Churchill Boulevard for Section (A).

Along the balance of this major road system, Section (B), a portion of the travelled roadway may be reserved for exclusive use by the transit system (e.g. bus lanes).

The 1980 update of the City of Mississauga's "Road Needs Study" indicates that Winston Churchill Boulevard has a 1979 A.A.D.T. of 3180. Applying a growth factor of 6.0 to our standard 10 year design criteria requirement, we obtain a projected A.A.D.T. of approximately 18000 in the year 1989.

We have considered the following concerns prior to formulating and presenting the various cross-section alternatives for the widening of Winston Churchill Boulevard:

- a) Right-of-way width designations - existing and proposed.
- b) Traffic counts and characteristics, existing and anticipated.
- c) Existing released development.

.../...

3.b

...3...

February 13, 1981

Chairman and Members of the
Public Works Committee

COMMENTS: (continued)

- d) Existing road geometrics of previous road programmes to the south of Eglinton Avenue.
- e) Noise Control features.
- f) Utility requirements and related constraints (T.C. Pipeline and hydro corridor).
- g) Sedimentation controls during construction (Lake Wabukayne).

We have also looked at the ultimate scheme for Winston Churchill Boulevard (six lane section) to ensure that the immediate proposal (two lane section) and interim proposal (four lane section) would be compatible with the future construction if ever constructed. It was deemed necessary to follow this procedure to assure proper first time siting of utility relocations, to avoid conflict with existing inground services (oil and gas lines, etc.) thereby retaining as many road appurtenances as possible during Stage 1 and 2 of the programme.

The Winston Churchill Boulevard construction programme has been analysed as two separate entities:

Section (A) Winston Churchill Boulevard from Eglinton Avenue to Britannia Road

Section (B) Winston Churchill Boulevard from Britannia Road to Derry Road

Section A

Winston Churchill Boulevard from Eglinton Avenue to Britannia Road bisects basically undeveloped land for its total length. The road right-of-way widenings (27'±) along the east side have been obtained. I.C.T.S. would evolve in a separate corridor along the east side. It is anticipated that the lands for this facility will be acquired through normal development procedures.

Section B

Winston Churchill Boulevard from Britannia Road to Derry Road extends through totally developed lands on the east side and lands under various stages of construction and development on the west side. Ultimate right-of-way requirements have generally been obtained for this section of road (except private ownerships).

.../...

...4...

Chairman and Members of the
Public Works Committee -

COMMENTS:

(continued)

Section B (continued)

The present residential development on the west side of Winston Churchill Boulevard has met with the Ministry of the Environment and Ministry of Housing requirements for noise control. This has been accomplished through site plan control with use of earth berms, building siting and construction techniques.

The earlier development on the east side of Winston Churchill Boulevard does not conflict with our present construction proposal for the roadway; however, the noise control features appear to be deficient. The berming features for this section are contained totally on private lands and were intended only to function as a visual screen. In a number of areas along the road, there is a total absence of berming features.

From our review of the construction requirements for Winston Churchill Boulevard it is evident that by the mid to late '80's when Winston Churchill Boulevard has been constructed to a 4-lane cross section, with turning lanes at intersections, the travelled portion of the road will be within 25' of the property line based on a 120' right-of-way. It is, therefore, evident that if this right-of-way is decreased below 120' the travelled portion of the road will be that much closer to the rear property line of houses.

In addition, we wish to advise Committee that in our review of our construction program for Winston Churchill Boulevard we believe that when Winston Churchill Boulevard is widened to 4 lanes, with curb and gutter and turning lanes at intersections, this cross section will be sufficient for an indefinite period in the future (mid to late 1990's). Any discussion of any widenings beyond the 4 lanes with turning movements is, therefore, premature at this time.

RECOMMENDATIONS:

- 1 - That the right-of-way for Winston Churchill Boulevard, as shown on the Official Plan be re-confirmed at 120'.
- 2 - That subject to approval in the Capital Budget, Winston Churchill Boulevard from Eglinton Avenue to Derry Road be initially reconstructed to two lanes asphalt running surface, with a four lane base, gravel shoulders, underground services, concrete sidewalks, and streetlighting with intersection and channelization improvements where deemed necessary.

continued.....

3.c

3. d

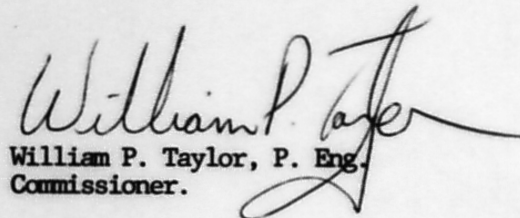
....5....

Chairman and Members of the
Public Works Committee -

RECOMMENDATIONS:

(continued)

- 3 - That during the design work on Winston Churchill Boulevard, the Commissioner of Engineering and Works be authorized to include noise attenuation into the contract as deemed necessary.


William P. Taylor, P. Eng.
Commissioner.

AEM/WPT/mh
c.c. E. M. Halliday.



City of Mississauga

MEMORANDUM

File Ref: 15 111 00010

4.

To Chairman and Members of the

From W.P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Engineering & Works

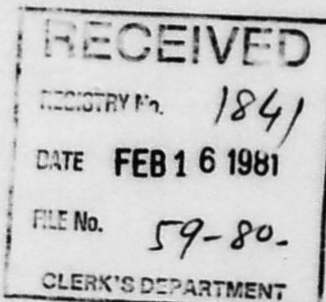
P. W. DATE Feb. 19/81

February 11, 1981

SUBJECT: The Garbage Handling and Collection By-law

ORIGIN: Council

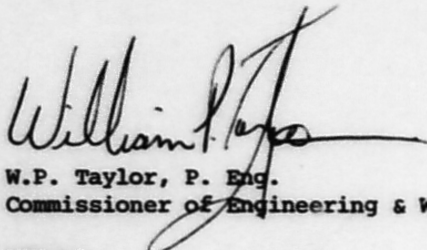
COMMENTS: Council at its meeting of January 26, 1981 adopted the following recommendation:



That Mr. W.P. Taylor, Commissioner of Engineering and Works, prepare a further report for consideration by the Public Works Committee on suggested amendments to By-law 244-75, to tighten up the regulations for setting out materials on boulevards for pick-up.

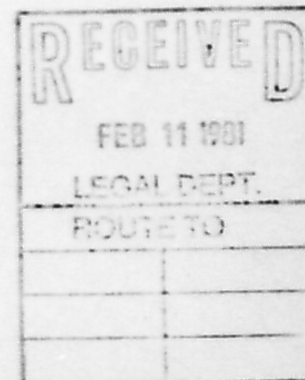
The attached draft by-law contains the necessary revisions to tighten up the regulations for setting out materials and consolidates the existing Garbage Handling and Collection By-Law No. 244-75 and amending By-Law No. 57-81. In addition, this draft by-law contains the amendments necessary to deal with the problems currently covered under our housekeeping agreement.

RECOMMENDATIONS: That the existing Garbage Handling and Collection By-Law No. 244-75 and amendments thereto being By-Law No. 57-81 be repealed and be replaced by the attached draft by-law.


W.P. Taylor, P. Eng.
Commissioner of Engineering & Works

MWB:cl
attach

cc: E.M. Halliday



4.a



BY-LAW NUMBER.....

Being a by-law to regulate the storage, handling, and collection of refuse in and by the Corporation of the City of Mississauga.

The Municipal Council of the City of Mississauga

ENACTS as follows:

1. In this by-law:

- a) "Ashes" means the solid residue of any household fuel after such fuel has been consumed by fire, but does not include soot.
- b) "Commissioner" means the Commissioner of Engineering and Works for the City of Mississauga or his authorized deputy or representative.
- c) "Council" means the Council of the Corporation of the City of Mississauga.
- d) "City" means the City of Mississauga in the Regional Municipality of Peel.
- e) "Garbage" means solid, organic or putrescible waste resulting from storage, cooking, dispensing or consumption.
- f) "Householder" means any owner, occupant, tenant or other person in charge of any dwelling, hotel, restaurant, apartment house, office building or other premise.
- g) "Industrial" or "Trade Waste" means any solid wastes originating from any industrial processes, or any business, industry or commercial establishment and includes builders' and other building contractor's refuse.
- h) "lot" means a receptacle, bundle or parcel
- i) "Refuse" means garbage, ashes, rubbish and industrial waste.

- j) "Rubbish" or "Trash" means paper, wood, leather, cloth, plastics, cans, other metal, glass, crockery, leaves and brush that is non-putrescible, grass cuttings, lawn rakings, scrubbery, prunings, discarded garden roots and plants.
 - k) "Swill" means the waste food emanating from kitchen refuse.
2. The Corporation of the City of Mississauga shall operate a system for the collection and removal of garbage, rubbish, ashes, and other waste material.
3. All garbage, rubbish, ashes or other waste material set out for collection shall be placed in receptacles in accordance with Section 4, or in bundles, or otherwise prepared for collection, in accordance with Section 5.
4. 1) Every householder shall provide and maintain in good order proper receptacles for collection.
Proper receptacles are:
- (a) If used to contain garbage, rubbish, ashes or other waste material, the receptacle shall be covered, watertight and not more than 30 inches high or 18 inches wide and shall not weigh more than 50 pounds when full, and receptacles which are smaller at the top than at the bottom, such as five gallon paint cans, are not proper receptacles.
 - (b) Non-returnable 1.5 mil opaque plastic garbage bags of 2.75 cubic feet maximum capacity with 1/4" heat bat sealed weld in the bottom thereof and capable of lifting 50 pounds of contents which are closed with proper plastic or wire enforced ties may also be used.
5. 1) Crates, newspapers, packing materials, brush, bedding, and material of like nature may be set out for collection in like manner as garbage and ashes, but shall not be mixed with it and must be

5. 1) securely tied into compact bundles or parcels not exceeding 2 1/2 feet in any dimension or 4 feet in length in case of brush or tree limbs, which shall not weigh over 50 pounds or may be placed in sufficient receptacles as specified in Section 4 herein.
- 2) Old Christmas trees, old household furniture and appliances may be placed out for collection provided that if the appliance is an ice box, refrigerator, freezer or similar container all locks and doors must first be removed.
6. 1) Material for collection shall be set out before 7:30 a.m. on the day set aside for collection.
- 2) Material for collection shall not be set out at the collection point before 6 p.m. on the day immediately preceding the day set aside for collection.
7. Not more than six lots of garbage, rubbish, ashes or other waste material shall be placed out for each collection for any commercial or industrial establishment.
8. No person shall deposit or cause to be deposited refuse of any kind on any lane, street, watercourse, private or public property except for collection in accordance with this by-law.
9. No person shall permit refuse, excavated material or other waste to be blown from the premises occupied by him or dropped from a vehicle owned or operated by him.
10. Garbage must be drained of all liquid and securely wrapped in paper before being placed in receptacles.
11. The following shall not be set out for collection:
 - a) swill or other organic matter not properly drained or wrapped.
 - b) Liquid waste
 - c) medicines, drugs and medical needles
 - d) hay, straw or manure
 - e) night soil and animal waste.

11. f) any material in receptacles or bundles which do not conform to Sections 4 and 5 of this by-law
 - g) any material which has become frozen to the receptacle and cannot be removed by shaking at the time of collection.
 - h) industrial and trade waste
 - i) sod, earth, brick, stone or building material or other building rubbish.
 - j) hot ashes or other waste materials capable of starting fires
 - k) explosive or highly combustible materials
12. Material set out for collection shall be placed as close as possible to the edge of the roadway without obstructing the roadway, sidewalk or footpath and the Commissioner shall have the authority to designate the precise point at which the material shall be placed for collection.
13. Empty receptacles and all material not accepted for collection shall be removed from the highway before 8 p.m. on the day set aside for collection by the householder of the premises receiving the collection service.
14. Except by order of the Commissioner, no refuse collection vehicle of the City of Mississauga shall enter private property for the purpose of garbage collection.
15. Except by order of the Commissioner, no City refuse collector shall enter any house, apartment house or other building, or ascent or descent any stairway or enter any elevator or hoist or a loading platform for the purpose of collecting garbage, ashes, rubbish or other waste material.
16. No person shall interfere with any material placed out for collection other than the person who placed the material out for collection before the material is collected as herein provided.
17. The provisions of this By-law shall not relieve any person from compliance with any provisions of The Public Health Act or regulation prescribed by the Medical Officer of Health.

4.e

- 5 -

18. Any person who contravenes any provision of this by-law is guilty of an offence and liable on conviction under The Provincial Offences Act to a fine not more than \$2,000 exclusive of costs.
19. This by-law may be referred to as the garbage collection and handling by-law.
20. By-law 244-75 and all amendments thereto are hereby repealed.

ENACTED AND PASSED this day of 1981



MAYOR

CLERK

4. f

1975

11/11

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER. 244-75 . .

A By-law pursuant to The Municipal Act, R.S.O. 1970, c. 284, s. 354, and amendments thereto, to provide for the handling and collection of garbage, rubbish, ashes and other waste material in, by and on behalf of the Corporation of the City of Mississauga.

THE Council of the Corporation of the City of Mississauga
ENACTS as follows:

TITLE

1. This By-law may be referred to as "The Garbage Handling and Collection By-law".

DEFINITIONS

2. In this By-law:

- (a) "ashes" means the solid residue of any household materials such as fuel, after such fuel has been consumed by fire; and includes tins, bottles, metals, crockery and glass.
- (b) "Commissioner" is the Commissioner of Engineering, Works and Building Department for the Corporation of the City of Mississauga, and includes any person designated by the said "Commissioner" to enforce the provisions of this By-law.
- (c) "garbage" means all rejected, abandoned or discarded household waste of either animal or vegetable origin, wearing apparel, sweepings, and all refuse matter capable of consumption by fire, except that in the case of any hotel, restaurant or other establishment with food handling facilities which requires and is authorized to receive in excess of two garbage collections per week, "garbage" for such excess collections also means and includes table, kitchen and stock waste consisting of animal and vegetable materials only, with which no other waste products or materials shall be mixed.
- (d) "lot" means one receptacle, bundle or parcel.
- (e) "manufacturers' and trade waste" means any abandoned, condemned

4.i

- 4 -

furniture, tree limbs, which cannot be placed in receptacles, bundled or parcelled in accordance with section 11 of this By-law, may be collected by special arrangement at the discretion of the Commissioner in accordance with Section 21 of this By-law.

13. An amount not exceeding six "lots" of garbage, rubbish, ashes or other waste material may be set out for each collection at any prescribed collection point.
14. (1) Owners of apartment buildings, housing units containing more than two families, and owners and occupiers of commercial and industrial establishments shall provide garbage storage containers for each and every premises, and such containers shall be large enough to hold the total number of lots used by each premises.
(2) The containers in this section shall be approved as to construction, maintenance and location by the Commissioner or the Medical Officer of Health for the Regional Municipality of Peel, and such containers shall be of solid construction, maintained in good repair, and painted as necessary.
15. No garbage collection vehicle owned or contracted by the City of Mississauga, shall enter a privately-owned driveway or roadway or land, or other private property for the purpose of collecting garbage, ashes, rubbish, or other waste material except as authorized by the Commissioner.
16. The following items shall not be collected by the City of Mississauga:
 - (a) swill, or other organic matter not properly drained or wrapped.
 - (b) liquid waste.
 - (c) hay, straw or manure.
 - (d) night soil.
 - (e) any material which has become frozen to the receptacle, and which cannot be removed by shaking.
 - (f) hot ashes, or any material capable of starting fires.
 - (g) manufacturers' and trade waste.

4. J

- (h) any material in receptacles, bundles or parcels which is not in accordance with Sections 2(h) and 11 of this By-law, except as provided in Section 12 of this By-law.

PROHIBITIONS

17. No person shall pick over, interfere with, disturb, remove or scatter any bundle, article or thing placed for removal, whether contained in receptacles, bundles or parcels, or otherwise placed for removal.
18. No person shall keep a garbage dump or receptacle or repository for waste material on his premises in such a condition or in such a location that the same is a nuisance or emits foul or offensive odours or harbours or attracts rats or other vermin or insects; and the body of any dead animal must be promptly disposed of by the owner thereof, so that the same shall not become a nuisance.
19. No person shall permit garbage, rubbish, ashes or other waste material, including paper of any description, to be blown or dropped from the premises occupied by him on to any lane, street, creek, roadway, or other public or private property in the City of Mississauga.
20. No person shall convey through the streets any swill, offensive or organic matter whatever, except in properly covered metallic receptacles, or in vehicles covered with canvas or tarpaulin, so fastened down around the edges as to prevent any of the contents falling upon the streets and to protect the contents from flies, and to control as far as possible the escape of any offensive odours therefrom.
21. No person shall place, or permit to be placed or remain on or in any street, any article or thing in the nature of garbage except as herein expressly authorized or as may be authorized by the Commissioner.

H.K

- 6 -

PENALTY

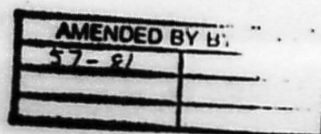
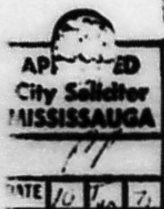
22. Any person summarily convicted of a breach of any of the provisions of this By-law shall be liable to a fine not exceeding the sum of \$1,000.00 exclusive of costs, for each offence, and every such fine shall be recoverable under the Summary Convictions Act.

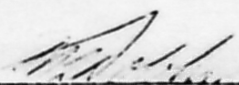
BY-LAWS REPEALED

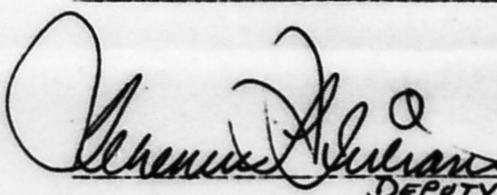
23. (1) By-law Number 69-65 enacted by the Corporation of the former Town of Port Credit, By-law Number 71-44 enacted by the Corporation of the former Town of Streetsville, and By-law Number 3877 enacted by the Corporation of the former Township of Toronto, and amendments thereto, being By-laws 8119 and 10850, be and are hereby repealed.
- (2) Any By-law regulating and requiring and providing for the handling and collection of garbage, rubbish, ashes and other waste material that was enacted and passed by the Corporation of the Town of Oakville in that part of the Corporation of the Town of Oakville that was annexed by the City of Mississauga and more particularly described in Section 2(1) (a) of The Regional Municipality of Peel Act, 1973, S.O. 1973 c. 60, be and the same is hereby repealed.

24. This By-law shall come into force and effect on the day of final passing thereof.

ENACTED AND PASSED this 23rd day of June, 1975.




MAYOR


DEPUTY CLERK



BY-LAW NUMBER 5781

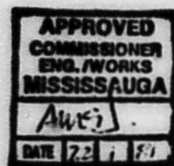
A By-Law to amend By-Law No. 244-75.

THE COUNCIL of the Corporation of the City of Mississauga ENACTS as follows:

1. THAT Section 13 of By-Law No. 244-75 be deleted and be replaced by the following:

Not more than six (6) lots of garbage, rubbish, ashes or other waste material shall be placed out for each collection for any commercial or industrial establishment. There is no limit for residential premises.

ENACTED AND PASSED this 26th day of January 1981



MAYOR (acting)

CLERK

CITY OF MISSISSAUGA

M I N U T E S

MEETING #2

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, February 19, 1981

PLACE OF MEETING: COUNCIL CHAMBERS at 10:00 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Councillor D. Cook
Councillor M. Marland
Mayor H. McCallion
Mr. W. Newton

STAFF PRESENT: Mr. W. P. Taylor, Commissioner,
Engineering & Works
Mr. A. E. McDonald, Director, Maintenance
Engineering
Mr. L. McGillivray, Deputy City Clerk
Mrs. P. Johnson, Committee Co-ordinator

MEMBERS ABSENT: Mr. J. Newell, Vice-Chairman
(sent his regrets)

DEPUTATIONS: Mr. R. Nairn, McCormick, Rankin & Assoc.
Re Item 1

Mr. R. Blay, McCormick, Rankin & Assoc.
Re Item 2

MATTERS CONSIDERED

1. Report dated February 5, 1981, from the Commissioner of Engineering and Works, regarding the Eglinton Avenue Bridge over the Credit River and the Grade Separation at the CPR tracks. On December 3, 1980, Mr. Taylor reported to General Committee with respect to the use of Consulting Engineers on a number of projects which involve structural design. General Committee recommended that the Eglinton Avenue project be referred to the Public Works Committee for further review with regard to the need for an Environmental Assessment for this project. Since the initial study was done over seven years ago, the following changes have occurred:
 - (1) The City's Official Plan has been amended to permit residential development south of Eglinton Avenue east of the Credit River.
 - (2) The Official Plan also identifies a conceptual system of pedestrian linkages along the banks of the Credit River.

February 19, 1981

ITEM 1 CONTINUED ...

- (3) As of June, 1980, the Province has made it mandatory for municipalities to prepare an Environmental Assessment on all major projects, with the exception of those projects which qualify for an exemption by the Ministry of the Environment.
- (4) The Toronto Area Transit Operating Authority has scheduled the introduction of GO Transit service on the C.P.R. line commencing in September, 1981.
- (5) The City has developed a new alignment for Creditview Road, south of Eglinton Avenue, in order to facilitate the construction of Highway 403.

The Environmental Assessment requires the "proponent" of a major project to prepare and submit to the Minister of the Environment, a report which must include the following:

- (1) the reason for the project
- (2) the alternatives to the undertaking
- (3) the reasons for selecting the recommended alternative
- (4) the steps that will be taken to minimize any adverse impacts

While the Act does not require the "proponent" to review the project with the public, the Ministry of the Environment makes the Environmental Assessment Report available for public scrutiny and comment before approving it. Mr. R. Nairn of McCormick, Rankin and Associates Limited, felt that the study should be undertaken so that it will satisfy all requirements of The Environmental Assessment Act. This would then possibly permit the City to be granted an exemption under the Act. This approval would necessitate the following additional work at a cost of \$35,000.00:

- (1) updating the River screenline analysis in order to properly address the question of need and timing.
- (2) meeting with identified agencies and the public to review the earlier planning study alternatives and recommendations.
- (3) carrying out a limited environmental assessment with particular emphasis on identifying possible impacts on adjacent land use as well as the Credit River.
- (4) updating property requirements, access arrangements, utility relocations, structure arrangements, preliminary costs, staging options, etc.

February 19, 1981

ITEM 1 CONTINUED ...

- (5) meeting with identified agencies and the public to review the updated planning study recommendations.
- (6) presentation of the study recommendations to Council for approval.
- (7) application to the Ministry of the Environment for a formal exemption from the requirements of the Environmental Assessment Act.
- (8) application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at the crossing of Eglinton Avenue and the Canadian Pacific Railways.

Mr. Taylor recommended:

"That McCormick, Rankin and Associates Limited be retained for a fee not to exceed \$35,000.00 to update their 1975 report in order to make an application to the Ministry of the Environment for a formal exemption from the requirements of The Environmental Assessment Act, and make application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at Eglinton Avenue and the C.P.R. line."

Mr. Nairn of McCormick, Rankin & Associates Limited, appeared before the Committee and presented a display showing the plans for the new bridge over the Credit River. After some discussion on this item, the Committee endorsed Mr. Taylor's recommendation in this regard.

File: 103-80

See Recommendation #9 (Councillor Marland)

APPROVED

2. Enclosed with the Agenda for Committee members only, was a copy of the 1980 City of Mississauga Road Needs Study prepared by McCormick, Rankin & Associates Limited.

Mr. Taylor recommended:

"That the 1980 Road Needs Study be received."

Mr. Blay of McCormick, Rankin and Associates Limited attended and outlined the various stages of the Study and why the Study was being undertaken. He also advised there was an increase of 30% in road needs from 1976 to 1981. Mr. Blay also stated that all City roads are inspected in the Spring of each year to determine if maintenance is required and if so, what the cost will be.

February 19, 1981

ITEM 3 CONTINUED ...

Section (B) Winston Churchill Boulevard from Britannia Road to Derry Road

Mr. Taylor recommended:

- (a) That the right-of-way for Winston Churchill Boulevard, as shown on the Official Plan be re-confirmed at 120 feet.
- (b) That subject to approval in the Capital Budget, Winston Churchill Boulevard from Eglinton Avenue to Derry Road be initially reconstructed to two lanes asphalt running surface, with a four lane base, gravel shoulders, underground services, concrete sidewalks, and streetlighting with intersection and channelization improvements where deemed necessary.
- (c) That during the design work on Winston Churchill Boulevard, the Commissioner of Engineering and Works be authorized to include noise attenuation into the contract as deemed necessary.

Mr. Taylor distributed a map to the Committee members outlining Winston Churchill Boulevard. Councillor Culham expressed concern that noise levels should be a major factor when new development is taking place and that subdivisions already established should receive the same consideration. After some discussion on this item, Councillor Culham made the following recommendations:

- (a) That the right-of-way for Winston Churchill Boulevard, as shown on the Official Plan be re-confirmed at 120 feet.
- (b) That subject to approval in the Capital Budget, Winston Churchill Boulevard from Eglinton Avenue to Derry Road be initially reconstructed to two lanes asphalt running surface, with a four lane base, gravel shoulders, underground services, concrete sidewalks, and streetlighting between Britannia Road and Derry Road only, with intersection and channelization improvements where deemed necessary.
- (c) That during the design work on Winston Churchill Boulevard, the Commissioner of Engineering and Works be authorized to include noise attenuation for this road when it is extended to four lanes.
- (d) That the Commissioner of Engineering and Works prepare a report on noise attenuation policies for consideration by the Public Works Committee.

February 19, 1981

ITEM 3 CONTINUED

The above recommendations and Mr. Taylor's report will be considered by the Planning Committee at its meeting on March 3, 1981; therefore no recommendation appears on the Public Works Report No. 2-81.

File: 33-80A
34-80

4. Report dated February 11, 1981, from the Commissioner of Engineering and Works, regarding the Garbage Handling and Collection By-law. Council, at its meeting on January 26, 1981, adopted the following recommendation:

"That Mr. W. P. Taylor, Commissioner of Engineering and Works, prepare a further report for consideration by the Public Works Committee on suggested amendments to By-law 244-75, to tighten up the regulations for setting out materials on boulevards for pickup."

Also attached to the agenda was the draft by-law which contained the necessary revisions to tighten up the regulations for setting out materials and consolidates the existing Garbage Handling and Collection By-law No. 244-75 and amending By-law 57-81. Also attached to the agenda was a copy of By-law 244-75 and By-law 57-81 for the Committee's information. Mr. A. E. McDonald, Director of Maintenance Engineering, who was in attendance at the meeting, reviewed the by-law in detail with the Committee. Mr. Taylor recommended:

"That the existing Garbage Handling and Collection By-law No. 244-75 and amendments thereto being By-law No. 57-81, be repealed and be replaced by the attached draft by-law."

Councillor Cook expressed concern that the public should be made aware of these amendments to the By-law, particularly Section 5(1) and 5(2) of the Draft By-law. He felt it was important that existing procedures be carried out until the present Garbage Contract expires on May 31, 1981, especially concerning brush pickup. It was the general feeling of the Committee that some publicity would be required to inform the public of the changes taking place, once the By-law has been enacted by Council. After some discussion on this item, the Committee endorsed Mr. Taylor's recommendation.

File: 59-80 See Recommendation #11 (Councillor Marland)

APPROVED

NOTE: The principal differences between the old By-law 244-75 and the proposed by-law have been prepared and are attached to these minutes.

February 19, 1981

5. The Public Works Committee, at its meeting on January 15, 1981, considered a memorandum dated January 7, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works, along with a copy of a memorandum dated January 7, 1981, from Mr. Taylor to Mr. D. Debenham, Works Manager, concerning the 1981 Sidewalk Plowing and Sanding Policy. The Public Works Committee made the following recommendation:

"That the following be adopted as the 1981 Sidewalk Plowing and Sanding Policy:

- (a) That the City of Mississauga sand and plow the following sidewalks after any snow or ice storm, as and when deemed necessary by the Engineering and Works Department:
 - (i) Major Arteries
 - (ii) Senior Citizens Areas
 - (iii) Bus Stops
- (b) That heavily pedestrian-travelled residential streets be plowed only after a snowfall in excess of 8 centimetres.
- (c) That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, not be plowed at all.
- (d) That the sanding of sidewalks be undertaken whenever a severe icing condition occurs, based on the above priorities for plowing.
- (e) That these procedures not apply to the freeze-thaw cycle experienced most winter nights in Mississauga."

Council, at its meeting on January 26, 1981, referred this matter back to the Public Works Committee for further consideration. This matter was once again deferred to the next Public Works Committee meeting.

Files: 24-80; 34-80

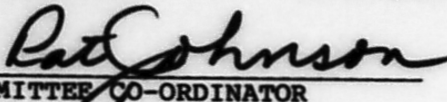
6. Summary of Unfinished Business relating to the Public Works Committee as of February 16, 1981.

File: 139-80 See Recommendation #12 (Councillor Marland)

RECEIVED

RECOMMENDATIONS: As per report No. 2-81

ADJOURNMENT: 12:05 p.m.


COMMITTEE CO-ORDINATOR

OLD BY-LAW
O.B.
BY-LAW 244-75

PROPOSED NEW BY-LAW
(N.B.)

COMMENTS

1	19	N.B. has changed short title from "Garbage Handling and Collection By-law" to "Garbage Collection and Handling By-law"
2(b)	1(b)	N.B. has deleted reference to "Building Department" from this definition of Commissioner
nil	1(c)	N.B. definition of "Council"
nil	1(d)	N.B. definition of "City"
nil	1(f)	N.B. definition of "householder"
2(f)		Deleted definition of "person"
	1(g)	N.B. definition of "Industrial and Trade Waste"
2(h)	4(1)	Definition of receptacle and type of receptacle permitted. Basically no change.
3	nil	Since the By-law is administered by the Commissioner of Engineering and enforced by the Commissioner of Building the Administration section from the O.B. has been deleted.
4	2	The collection of garbage - general responsibility of the Corporation.
	4(1)	N.B. makes provision of receptacles a responsibility of householder

OLD BY-LAW
O.B.
BY-LAW 244-75

PROPOSED NEW BY-LAW
(N.B.)

COMMENTS

12	5(2)	N.B. new section sets out articles which can be put out for collection without being in receptacles. Unlike O.B. this collection will not be only by special arrangement.
14	nil	The requirement of numbers and location of garbage containers is covered by the Property Standards By-law and has been deleted from the N.B.
15	nil	N.B. deleted section, unnecessary - cannot trespass unless arrangements made to the contrary
16	11	16 and 11 are basically the same but have added to N.B.: 11(c) medicines drugs and medical needles, 11 (e) animal waste, 11 (i) sod, earth, brick, stone or other building materials and 11 (k) explosives or highly combustible materials.
17	16	No change
18	nil	No provision in N.B. since covered under other legislation
19	8	No change
20	nil	No provision covered under other legislation
22	18	N.B. amended to comply with the amendment to <u>The Municipal Act</u> increased fine to \$2,000 - conviction under <u>Provincial Offences Act</u> .

PUBLIC WORKS COMMITTEE

FEBRUARY 19, 1981

REPORT NO. 2-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its second report and recommends:

9. That McCormick, Rankin and Associates Limited be retained for a fee not exceeding \$35,000.00 to:
 - (a) update their 1975 report on a replacement bridge over the Credit River and Grade Separation on Eglinton Avenue West, in order to make an application to the Ministry of the Environment for a formal exemption from the requirements of The Environmental Assessment Act, and
 - (b) make application to the Canadian Transport Commission for a Board Order authorizing the construction of a railway grade separation at Eglinton Avenue and the C.P.R. line.

(38-9-81) 103-80
10. That the 1980 City of Mississauga Road Needs Study be received, and further, that the Commissioner of Engineering and Works be requested to submit a report to the Public Works Committee on the Spot Deficiencies contained in the Study.

(38-10-81) 18-80
11. That a by-law to regulate the storage, handling, and collection of refuse in and by the Corporation of the City of Mississauga, as recommended in the report dated February 11, 1981 from Mr. W. P. Taylor, Commissioner of Engineering and Works, be enacted by Council to become effective June 1, 1981.

(38-11-81) 59-80
12. That the Summary of Unfinished Business relating to the Public Works Committee as of February 16, 1981, be received.

(38-12-81) 139-80

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 19, 1981 AT 10:00 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. W. Newton

PREPARED BY:

Clerk's Department

DATE:

March 16, 1981

**COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.**

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MARCH 19, 1981

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.02.01	1980 Road Needs Study - Spot Improvements
2.	F.02.06	Streetlighting
3.	F.05.03.02	1981 Sidewalk Plowing and Sanding Policy
4.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 19/81
COMMITTEE ROOM "A" 10:00 A.M.

MATTERS FOR CONSIDERATION

1. Report dated March 13, 1981, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the 1980 Road Needs Study. The Committee at its last meeting on February 19, 1981, reviewed this study and requested the Commissioner of Engineering and Works to prepare a report regarding the Spot Deficiencies contained in the Study.

Mr. Taylor, in his report, discussed each of these deficiencies and suggests an estimated cost of rectifying them. Mr. Taylor recommends:

That the following spot deficiencies be carried out in 1981, in the amount of \$182,000.00, subject to the additional resurfacing funds being made available in the Current Budget, at the following locations:-

Shaw Drive from Lakeshore Road to Revus Avenue
Tecumseh Park Drive and Tecumseh Park Crescent
Truscott Drive west of Delaney Drive
Asta Drive and Selsey Drive
Claircrest Avenue
Hurontario Street at Queensway Intersection
Burnhamthorpe Road - Mississauga to Brindale Station
Credit Heights Drive, Enniskillen Circle, Killkee
Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent,
Ryan Place, Ballyclare Drive and Dundas Court
Crestlawn Drive, Fewster Drive, Encino Street and
Burgoyne Street
Creditview Road from Britannia to Highway 401
Darcel Avenue, Middlebrook Street
Victory Crescent and Churchill Avenue
Langworthy Drive from Clara Drive to Brandon Gate
Beverley Street, York Street, Scarboro Street,
Hull Street, Knaseboro Street, Burlington Street
and Studley Street
Ninth Line from Highway 401 to Derry Road

File: F.02.01

RECOMMEND ADOPTION

March 19, 1981

2. Report dated March 11, 1981, from Mr. W.P. Taylor, Commissioner of Engineering and Works, up-dating the Committee on the Road Lighting Study which was carried out in 1977 by the E.C.E. Group for the City of Mississauga. Mr. Taylor indicates that the object of the Study was to prepare an inventory of existing streetlighting conditions in the City and recommend those streets where streetlighting should be upgraded and the type of streetlighting to be used on the various streets.

Mr. Taylor, in his report, recommends:

- (a) That the re-lamping program for residential streets in 1981, in the amount of \$140,000.00, take place in Malton and Streetsville, as shown on Maps 1 and 2 attached.
- (b) That \$75,000.00 be spent on improving streetlighting on the following streets: -

Etude Drive from Goreway to Darcel	\$20,000
Walkway between Chantenay & Selsey	5,500
Eaglewood Blvd.	20,000
McCarthy & Creditview Rd. Intersection	4,500
Wareham St. (Old Thomas to New Thomas and Intersection at New Thomas Street)	6,000
Britannia Road from Queen to Credit River	10,000
Walkway from Rockhill Rd. to Wrenwood Cr.	2,000
Drury Road from north of Caroline to McCaugherty	7,000

- (c) That \$110,000.00 be spent to improve the streetlighting on Burnhamthorpe Road - north side - from the H.E.P.C. right-of-way to Highway 10 in 1981.

File: F.02.06

RECOMMEND ADOPTION

3. The Public Works Committee, at its meeting on January 15, 1981, considered a memorandum dated January 7, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works, along with a copy of a memorandum dated January 7, 1981, from Mr. Taylor to Mr. D. Debenham, Works Manager, concerning the 1981 Sidewalk Plowing and Sanding Policy.

March 19, 1981

ITEM 3 CONTINUED ...

The Public Works Committee made the following recommendation:

"That the following be adopted as the 1981 Sidewalk Plowing and Sanding Policy:

- (a) That the City of Mississauga sand and plow the following sidewalks after any snow or ice storm, as and when deemed necessary by the Engineering and Works Department:
 - (i) Major Arteries
 - (ii) Senior Citizens Areas
 - (iii) Bus Stops
- (b) That heavily pedestrian-travelled residential streets be plowed only after a snowfall in excess of 8 centimetres.
- (c) That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, not be plowed at all.
- (d) That the sanding of sidewalks be undertaken whenever a severe icing condition occurs, based on the above priorities for plowing.
- (e) That these procedures not apply to the freeze-thaw cycle experienced most winter nights in Mississauga."

Council, at its meeting on January 26, 1981, referred this matter back to the Public Works Committee for further consideration. At the Public Works Committee meeting on February 19, 1981, this matter was deferred to this meeting. The Commissioner of Engineering and Works will address the Committee on this matter.

File: F.05.03.02

DIRECTION REQUIRED

4. Summary of Unfinished Business relating to the Public Works Committee as of March 17, 1981.

File: A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

Files: 11 211 00087
11 141 00039

To: Chairman and Members of the
Public Works Committee

From: Mr. William P. Taylor, Commissioner

Dept.:

Dept. Engineering and Works

P. W. DATE March 19, 1981

March 13, 1981

SUBJECT: 1980 Road Needs Study - Spot Improvements.
ORIGIN: Engineering and Works Department - Request for Report 39-81.
COMMENTS: As you will recall, Public Works Committee reviewed the 1980 Road Needs Study at its last meeting and as a result of this review requested the Commissioner of Engineering and Works to prepare a report on the spot deficiencies outlined in the Study for consideration of Committee. The following spot deficiencies are addressed individually:

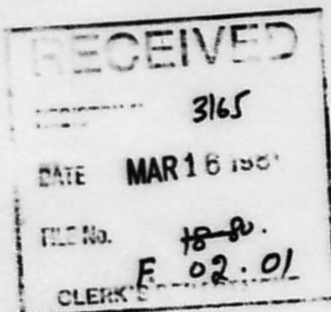
1. Shaw Drive from Lakeshore Road to Revus Avenue.

The existing roadway is curb and guttered with an asphalt running surface. There are numerous base failures throughout with particular concentrations around Lakeshore Road. The remedial maintenance measures required are to excavate the areas which have structurally failed, replace with granular material and asphalt patch. The entire road should then be crack filled and resurfaced with hot-mix asphalt. Estimated Cost - \$40,000.00

2. Tecumseh Park Drive and Tecumseh Park Crescent.

The existing condition is surface treated and there are indications of surface slippage probably due to inadequate stability from the vehicular braking that is occurring due to the grade of the road from Indian Road southerly. The other section of the road is in reasonable condition and we do not feel complete reconstruction is warranted at this time. Our recommendation would be to resurface the section from Indian Road to the bottom of the hill and that no other work be done on the surface treated section. There are minor problems located throughout on the ditches and we would recommend that we undertake spot ditching at various locations on both sides of the street to improve the drainage.

Estimated Cost - \$30,000.00



1.4

Chairman and Members of the
Public Works Committee
March 13, 1981
Page 2

Re: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd.

3. Truscott Drive west of Delaney Drive.

The problem shown in the Road Needs Study was a structural failure and this was eliminated in 1980 as this section of roadway was resurfaced with hot-mix asphalt as part of our Resurfacing Road Programme.

4. North Service Road from Stanfield Road to Dixie Road.

The existing condition of this roadway is excellent from a maintenance standpoint with the exception from Dixie Road to 300 ft. east. The deficiency, as outlined in the Road Needs Study, is one of service and for that reason recommends that widening is warranted. This is not a high priority as far as we are concerned and it is not contained in the Five-Year Capital Budget. The only work that should be undertaken is the resurfacing of the North Service Road between Dixie Road and 300 ft. east and this work was already scheduled to be undertaken in our 1981 Resurfacing Road Programme.

5. Asta Drive and Selsey Drive

The existing condition of these roads is a combination of surface treatment and asphalt. There are some portions which are badly alligatored and require base excavation and hot-mix patching. There are also minor problems with regard to drainage in the ditches. We would recommend that the surface treated section together with the existing asphalt section be totally resurfaced with hot-mix asphalt after the base repairs have been completed and also that some minor ditching would be carried out.

Estimated Cost - \$45,000.00

6. Claircrest Avenue

The existing condition is surface treated with ditches and the ditches are in good condition. We would recommend that in order to eliminate structural deficiencies that the roadway be resurfaced with hot-mix asphalt as part of our Resurfacing Road Programme.

Estimated Cost - \$10,000.00

Chairman and Members of the
Public Works Committee
March 13, 1981
Page 3

1.6

Re: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd.

7. Hurontario Street at the Queensway Intersection

This spot improvement as shown in the Road Needs Study is a service deficiency as there was inadequate turning movement capacity through the intersection. This deficiency has been eliminated as this intersection was rechannelled in 1980.

8. Burnhamthorpe Road - Mississauga Road to Erindale Station Road.

This is a carryover job and will be completed in 1981.

9. Credit Heights Drive, Enniskillen Circle, Killkee Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent, Ryan Place, Ballyclare Drive and Dundas Court.

These streets are generally surface treated with ditches. Credit Heights Drive is included in the 1981 Resurfacing Road Programme for an asphalt overlay and will be completed as part of our Resurfacing Programme. The remaining streets should be paved with hot-mix asphalt and ditching work undertaken to improve the drainage. There are no funds available to do this work in 1981. However, we would suggest that these streets be recommended for hot-mix resurfacing and placed in the 1982 and 1983 Maintenance Programmes.

10. Crestlawn Drive, Fewster Drive, Encino Street and Burgoyne Street.

The deficiency on these streets is the non-existence of storm sewers at various locations. We would recommend that the minor storm sewer extensions be undertaken in 1981.

Estimated Cost - \$16,000.00

11. Creditview Road From Britannia Road to Highway 401

The existing roadway requires resurfacing at various locations to eliminate structural failures and we would recommend that this work be undertaken in 1981 as part of our Resurfacing Programme.

Estimated Cost - \$7,000.00

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Chairman and Members of the
Public Works Committee
March 13, 1981
Page 4

Re: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd.

12. Darcel Avenue, Middlebrook Street

These roadways are existing asphalt surface with curb and gutter. The maintenance procedures required are minor patching and curb repairs including some base repairs and we would suggest that this work be carried out in 1981.

Estimated Cost - \$12,000.00

13. Victory Crescent and Churchill Avenue

Churchill Avenue is scheduled to be completely reconstructed in 1982 including reconstruction of the sanitary sewer by the Region. No work should therefore be undertaken on Churchill Avenue. With respect to Victory Crescent there are curb repairs required to be undertaken together with asphalt patching. This should be undertaken in 1981 as part of our Resurfacing Road Programme.

Estimated Cost - \$2,000.00

14. Langworthy Drive from Clara Drive to Brandon Gate Drive

This street has a satisfactory travelling surface, however, there are minor base repairs required and certain curb repairs which should be undertaken in 1981.

Estimated Cost - \$12,000.00

15. Beverley Street, York Street, Scarboro Street, Hull Street, Knaseboro Street, Burlington Street and Studley Street.

These streets generally require base repairs, asphalt patching, curb repairs and resurfacing and should be carried out as part of the 1981 Resurfacing Road Programme.

Estimated Cost - \$20,000.00

16. Ninth Line from Highway 401 to Derry Road

This is a carryover. No comments required.

Chairman and Members of the
Public Works Committee
March 13, 1981
Page 5

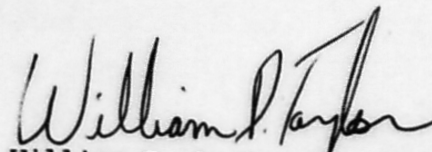
1.d

RE: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd-During Current Budget discussions Committee was asked to place an additional \$400,000.00 Gross, \$200,000.00 Net, in the 1981 Resurfacing Budget to enhance the Resurfacing Program and bring it partially back to the position it was in 1977. There is, in this report, \$182,000.00 worth of spot deficiencies which are recommended to be done now, and on the basis that \$400,000.00 has been added to the Current Budget for resurfacing, this work could be done in 1981.

RECOMMENDATION: That the following spot deficiencies be carried out in 1981, in the amount of \$182,000.00, subject to the additional resurfacing funds being made available in the Current Budget, at the following locations:-

Shaw Drive from Lakeshore Road to Revus Avenue
Tecumseh Park Drive and Tecumseh Park Crescent
Truscott Drive west of Delaney Drive
North Service Road from Stanfield to Dixie Road
Asta Drive and Selsey Drive
Claircrest Avenue
Hurontario Street at Queensway Intersection
Burnhamthorpe Road - Mississauga to Erindale Station
Credit Heights Drive, Enniskillen Circle, Killkee
Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent,
Ryan Place, Ballyclare Drive and Dundas Court
Crestlawn Drive, Fewster Drive, Encino Street and
Burgoyne Street
Creditview Road from Britannia to Highway 401
Darcel Avenue, Middlebrook Street
Victory Crescent and Churchill Avenue
Langworthy Drive from Clara Drive to Brandon Gate
Beverley Street, York Street, Scarboro Street,
Hull Street, Knaseboro Street, Burlington Street
and Studley Street
Ninth Line from Highway 401 to Derry Road



William P. Taylor, P. Eng.
Commissioner,
Engineering and Works Department.

AEMCD/dw/mh



2.

City of Mississauga

MEMORANDUM

17 111 81042
11 141 00039

Public

To Chairman and Members of the

From William P. Taylor, P.Eng.

Dept. Public Works Committee

Dept. Engineering and Works

March 11, 1981

SUBJECT: Streetlighting.

P. W. DATE March 19, 1981

ORIGIN: Councillor David Culham.

COMMENTS:

We have been requested to bring the Public Works Committee up to date with respect to a Road Lighting Study which was carried out in 1977 by the E C E Group for the City of Mississauga. The object of this study was to prepare an inventory of the existing street lighting conditions in the City; to recommend those streets, or part thereof, where the streetlighting should be upgraded; and to recommend the type of streetlighting to be used on the various streets.

A limited number of copies of this report were made, and at the present time there are only two in existence in the Engineering Department, both of which are available for reading by the Public Works Committee Members at their convenience.

RECEIVED

3144

DATE MAR 13 1981

FILE No. F.62.06

CLERK'S DEPARTMENT

We have prepared for the Public Works Committee Meeting, maps which show the condition of the streetlighting which existed in 1976, the recommended changes in the streetlighting, and a map showing those streets which have been upgraded to date to meet the new streetlighting requirements.

In addition, we have attached to this report the Streetlighting Program for 1981 and 1982, which includes the following:-

- 1 - The streets which require re-lamping, and we have shown the recommended streets for this re-lamping program in both the years 1981 and 1982 for Committee's consideration.

continued.....

COMMENTS:
(continued)

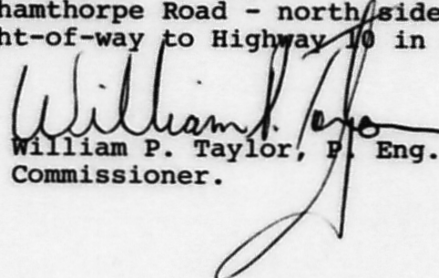
- 2 - A list of outstanding requests for improved streetlighting, including the cost of same, and Committee should decide which of these streets should be done in 1981 and 1982, based on \$75,000.00 being available in 1981 and \$125,000.00 being available in 1982.
- 3 - The streetlighting requirements for completed Capital Works Projects is \$110,000.00 for 1981 and we are recommending that this work be done entirely on Burnhamthorpe Road between the H.E.P.C. right-of-way and Highway 10. Further, we are suggesting that \$150,000.00 worth of work be done in 1982, and that consideration be given to using these funds on either Hurontario between Burnhamthorpe and the Q.E.W. or Winston Churchill Blvd. between Britannia Road and Derry Road.

RECOMMENDATIONS: 1 - That the re-lamping program for residential streets in 1981, in the amount of \$140,000.00, take place in Malton and Streetsville, as shown on Maps 1 and 2 attached.

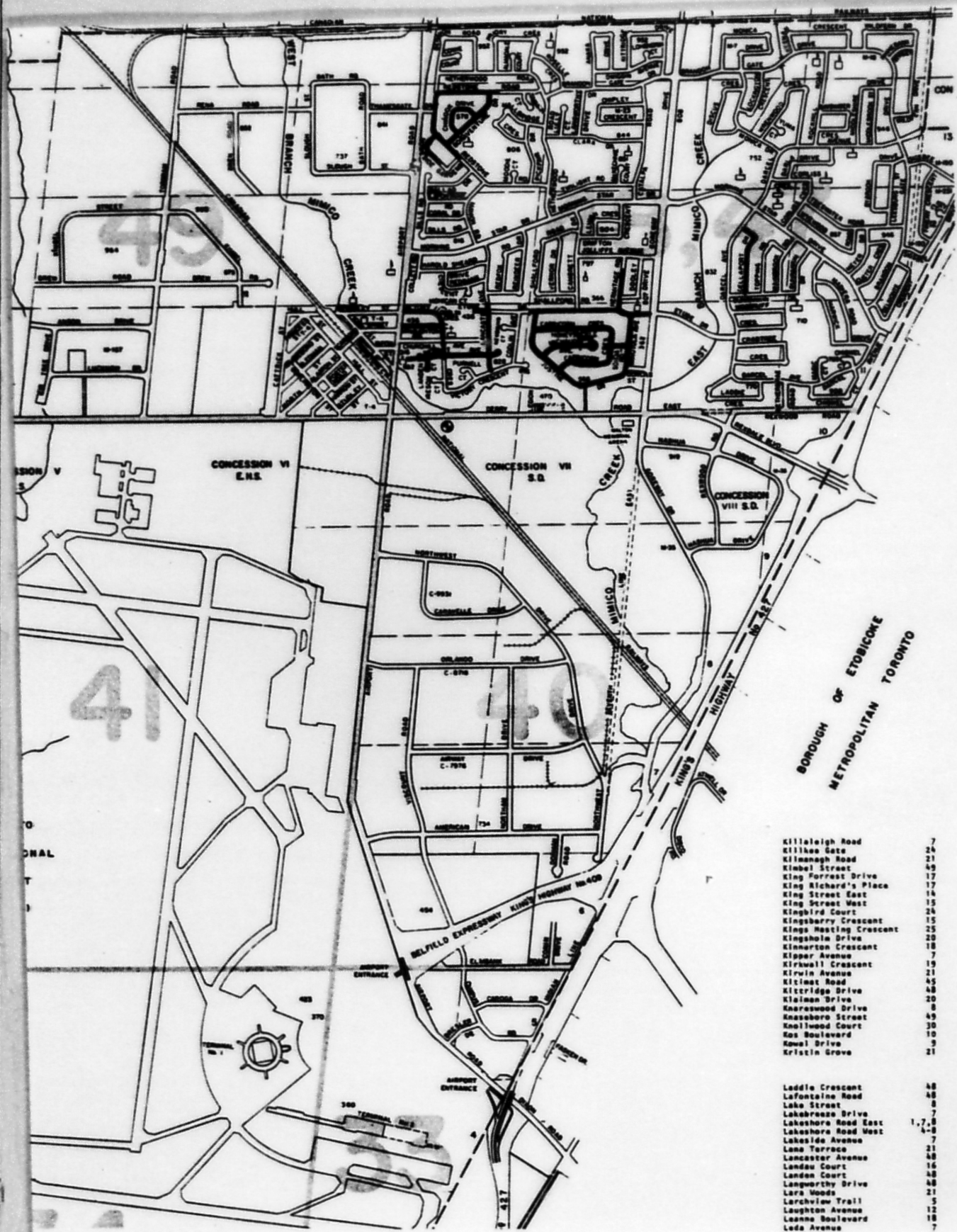
- 2 - That \$75,000.00 be spent on improving streetlighting on the following streets:-

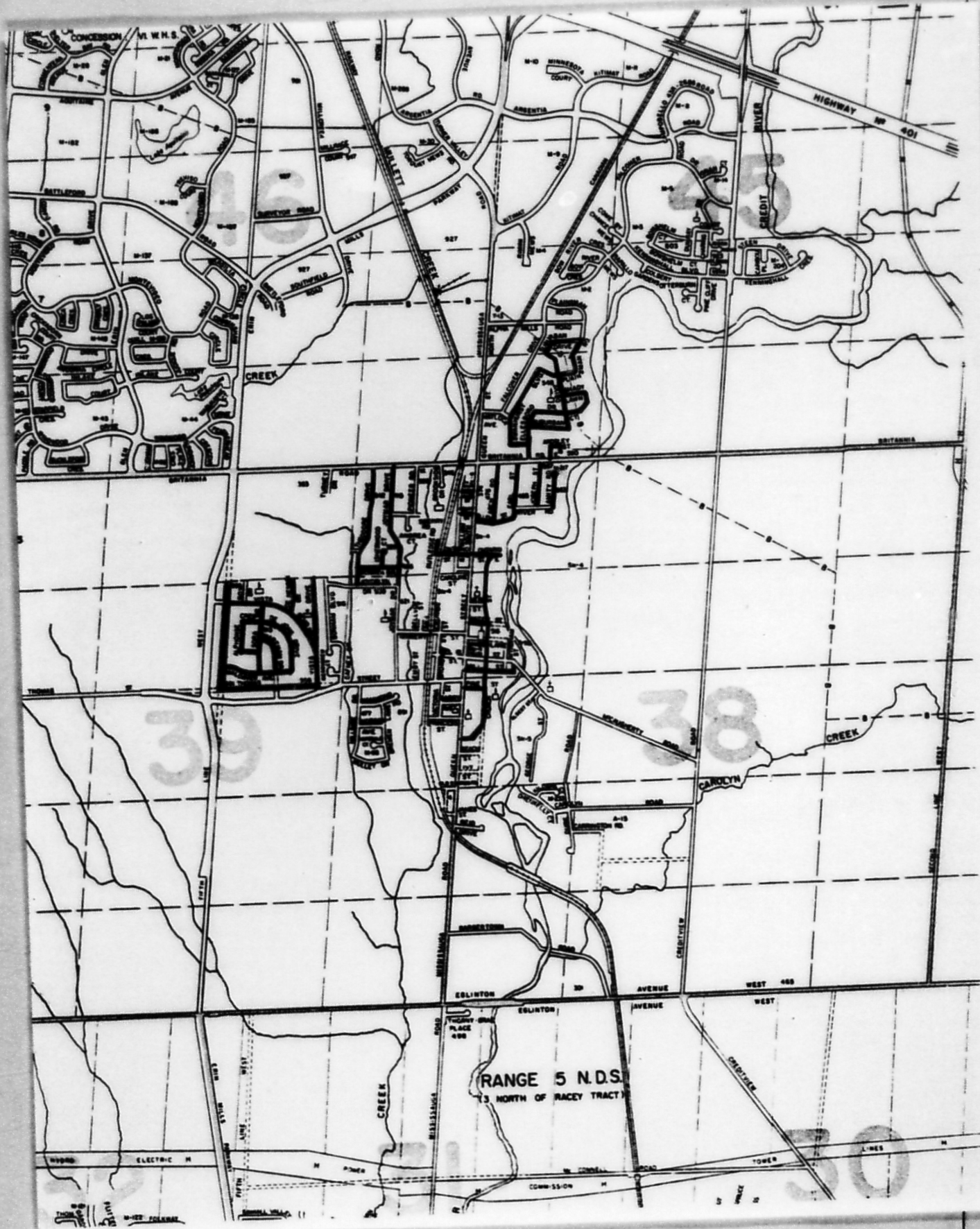
Etude Drive from Goreway to Darcel	\$20,000.
Walkway between Chantenay & Selsey	5,500.
Eaglewood Blvd.	20,000.
McCarthy & Creditview Rd. Intersection	4,500.
Wareham St. (Old Thomas to New Thomas and Intersection at New Thomas Street	6,000.
Britannia Road from Queen to Credit River	10,000.
Walkway from Rockhill Rd. to Wrenwood Cr.	2,000.
Drury Road from north of Caroline to McCaugherty	7,000.

- 3 - That \$110,000.00 be spent to improve the streetlighting on Burnhamthorpe Road - north side - from the H.E.P.C. right-of-way to Highway 10 in 1981.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday
att.





William P. Taylor, P. Eng., Commissioner From J. V. Folke, P. Eng.
 Engineering and Works Dept. Engineering

2.d

January 20, 1981

Re: Proposed Relamping Program for Streetsville
 1981 Streetlighting Budget
 Your request from January 9, 1981

The following is a proposed streetlighting relamping program for Streetsville :

Street	From	To	Cost
		Ellesboro	\$5,250.00
Suburban	Plainsman	Suburban	1,750.00
Plainsman	Suburban	Ellesboro	4,200.00
Swanhurst	Suburban	Suburban	1,400.00
Shady Lawn	Suburban	Britannia	2,450.00
Ellesboro	Suburban	End	1,400.00
Ardsley	Britannia	Queen	350.00
James	William	Queen	350.00
Henry	William	Queen	1,400.00
Ontario	John	Queen	350.00
Caroline	William	North End	2,100.00
John	South End	Joycelyn	3,150.00
Joymar	Britannia	Britannia	3,150.00
Theodore	Joycelyn	Joymar	1,050.00
Donata	Theodore	North End	350.00
Isherwood	Donata	North End	3,500.00
Vista Dr.	North of Thomas	5th Line	3,500.00
Vista Blvd.	Vista Dr.	North End	1,050.00
De Nesbitt	Vista Blvd.	Sora	2,800.00
De Jong	Wareham	Wareham	1,400.00
Maldaver	5th Line	New Thomas	2,800.00
Thomas	5th Line	Thomas	2,100.00
Wareham	Sora	Sora	1,750.00
Alphonse	Sora	North End	3,500.00
5th Line	Thomas	Vista Blvd.	2,100.00
Sora	Maldaver	River	1,400.00
Joseph	Britannia	North End	1,050.00
Amity	River	Britannia	2,100.00
Earl	Ellen	Britannia	2,100.00
Arch	Ellen	Earl	1,400.00
Ellen	Queen	Church	700.00
Ontario	Queen	Ontario	2,450.00
Church	Water		

.... /2

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Cost</u>
Water	Church	Queen	700.00
Mill	Queen	Main	2,450.00
Church	Water	Queen	3,850.00
Pine St.	Queen	Church	350.00
TOTAL			\$71,750.00

This program will completely relamp all the 300w incandescent lamps remaining in the old section of Streetsville.

JVF
DWR:pg

J. V. Falke, P. Eng.
Director of Engineering Planning

Bonaventure	Redstone to Redstone.	2800.00
Chinook Dr.	Bonaventure to Bonaventure.	2450.00
Honestead Cdn.	Redstone to 700 ft Silly.	1400.00
Justine	Minolta to ETLIDE.	7000.00
Capricorn	Justine to Justine	6300.00
Michaud	Justine to E. End.	2100.00
Honeycucke	Capricorn to Michaud	700.00
Valleyway.	Justine to Derry.	700.00
ETUDE.	Justine to Goreway.	4550.00
MINOLTA	ETUDE to Justine.	2100.00
Onja	Capricorn to Minolta	700.00
Dorcas	Justine to Goreway.	700.00
Ermitage	Bliffe to Etude	1750.00
ancaster	Victory to Etude.	2450.00
Merritt	E. End to W. end.	7300.00
Landen	Merritt to S. end.	700.00
Victory	Airport to Merritt	3150.00
McBroughton	Airport to E. end.	3400.00
Knichell	Airport to Lancaster	11750.00
Teleport	Dunrankin to Dorcel.	2100.00

69350.00

Darcel	Morningstar to Morningstar.	15050.00
Faddic	Darcel to Darcel.	5600.00
Crabtree	Darcel to Darcel.	4900.00
Woodruff/Cus.	" "	4200.00
Dunrankin	Morningstar to Darcel.	4200.00
Topping	Dunrankin to Wainbrook	2100.00
Wainbrook	Dunrankin to Morningstar	1750.00
Harwick	Darcel to Morningstar	4900.00
Madiera	Harwick to Harwick	2450.00
Ironstone	Airport to Beverley.	2900.00
Carlons	Ironstone to Hippot	1400.00
Beverley	" to Airport	2450.00
Hull	Airport to Cattarick	5250.00
Cattarick	Derry to Beverley.	3500.00
Princeso	Cattarick to Hull	350.00
Knaseboro	" " "	1750.00
Sledman	" " "	2450.00
North Alston	" " "	3500.00
Harrow	Derry to Hull	3150.00
Foster	N Alston to Harrow	350.00
Studley	Burlington to Hull.	1750.00
Burlington	Cattarick to Derry.	3500.00
		66150.00

1982 Relamping Credit Woodlands.

O'Hagan Pur	Credit Woodlands to Credit Woodlands	3500.00
Ballydown	O'Hagan	1750.00
Forestwood	Credit Woodlands to Erindale Sta.	5250.00
Lindenlea	Forestwood to S. End.	3850.00
Lanester	Lindenlea to Forestwood	2800.00
Fairdale	Forestwood to Valmarie	3850.00
Coygers	Fairdale to Fairdale	2100.00
Valmarie	Forestwood to McBride	3850.00
Shamira	Valmarie to Valmarie	5250.00
Obetson	Valmarie to Valmarie	4200.00
McBride	Ellengate to Erindale Sta.	4550.00
Ellengate	McBride to McBride	11550.00
Chada	Ellengate to Ellengate	4200.00
Shadeland	Ellengate to Ellengate	4200.00
POBEX	Shadeland to S. End.	700.00
Verhooen	McBride to Shadeland	2800.00
Carrillion	" "	1400.00
Pomona	Ellengate to W. End.	1050.00

FLANAGAN	Credit Woodlands to Credit Woodlands	66850.00 2800.00
FLYNN	Credit Heights to Credit Heights	3500.00
Ryan	S of Credit Heights	350.00
Credit Heights	Credit Woodlands to Credit Woodlands	6300.00
Enniskillen Cir		3500.00
Rooney Gate	Credit heights Enniskillen	700.00
Killkee	Credit heights Enniskillen	700.00
		84700.00

Davebrook	Ingleddale to	Robillard.	4200.00
Robillard	Truscott to	S. Service Rd.	4200.00
Deanhome	Fopcroft to	Robillard	1750.00
Bothwell	Deanhome to	Davebrook.	700.00
Fopcroft	Davebrook to	Robillard	2100.00
Lenanthur	Davebrook to	Robillard	1400.00
Algrove	Ingleddale to	Lenanthur	700.00
Ingleddale	Davebrook to	Truscott	1400.00
Christopher	Robillard to	Clarkson	3750.00
Chippendale	Christopher to	South Service Rd.	1400.00
Springwell	Bickford to	Chippendale	2800.00
Bickford	Agnew to	Springwell	1050.00
Agnew	Truscott to	Christopher	2100.00
Truscott	Agnew to	Southdown	8050.00
Barsuda	Wimbridge to	Truscott.	3850.00
Overall	Minnow to	Truscott.	1050.00
Delaney	Minnow to	Truscott	2800.00
Hindfield	Hartland to	Clarkson	5950.00
Hartland	Even Southdown to	Hindhead	2450.00
Welwyn	Wittington to	Hindhead	2800.00
April	Hindhead to	Welwyn	1400.00
Truscott	Helm Crt to	Elite	7350.00
Helm Crt	Truscott to	N. end	700.00
Fairmills Crt	Truscott to	N. end.	700.00
Maze	Clarkson to	White Oak School.	700.00
Weedmore	Crombie to	Crombie	1400.00
Camelford	Bransley to	Wembury	2800.00
Deanley	Merion to	Elite	2800.00
Wembury	Camelford to	Elite	2450.00
Winslow	Camelford to	Elite	2100.00
Elite	Truscott to	N. End.	3150.00
Randon	Bransley to	Winslow	1750.00
Merrow	Truscott to	Winslow	2450.00
Chaschurst	Truscott to	Mildmay	2100.00
Mildmay	Chaschurst to	W. end.	700.00
Falconridge	Chaschurst to	E. end.	1400.00
Fopfield	Falconridge to	N. end.	350.00
Crescent Rd.	Indian Mine to	Clarkson	2800.00
			91600.00

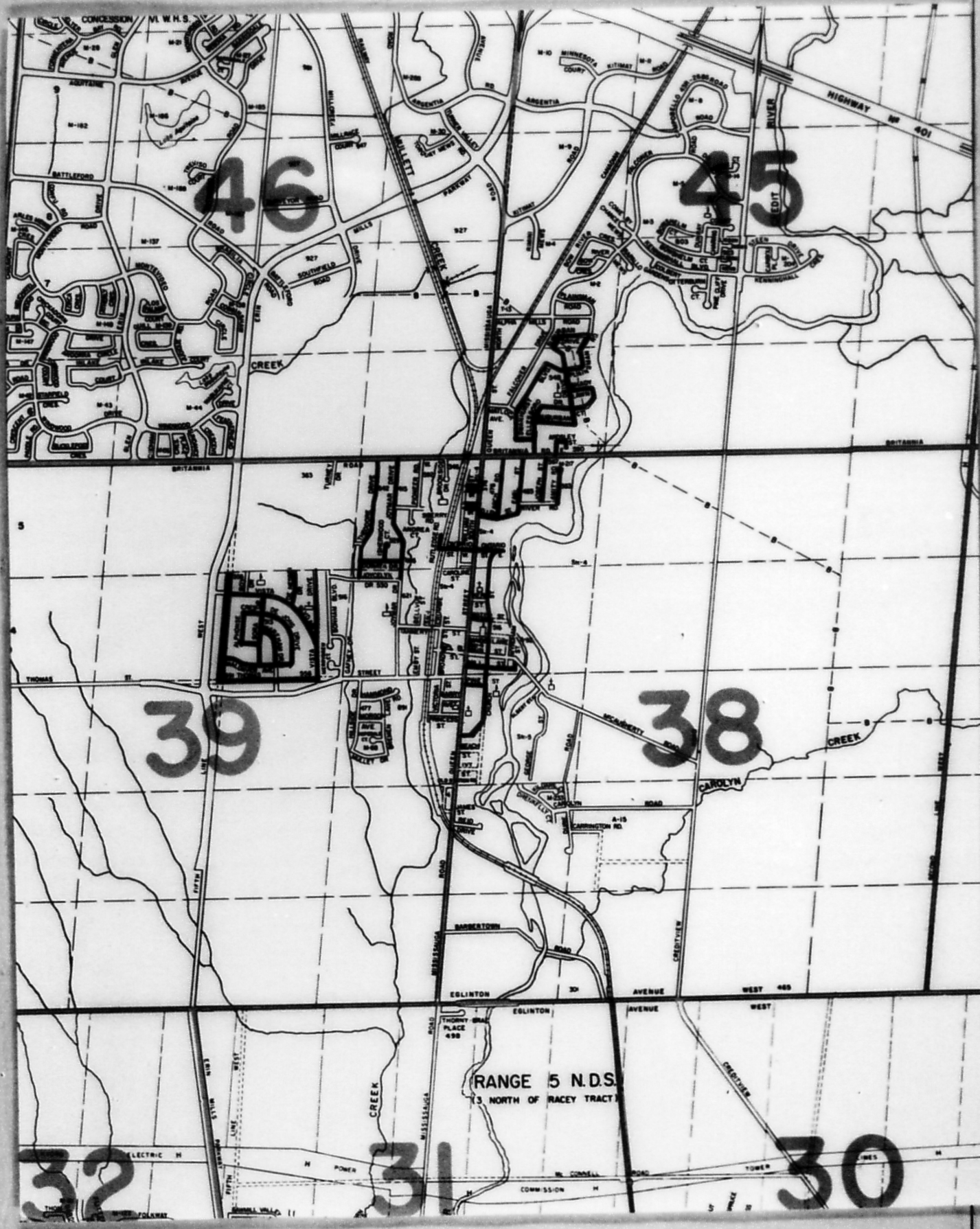
PUBLIC WORKS COMMITTEE

SUMMARY OF UNFINISHED BUSINESS

Page 1

DATE: MARCH 17, 1981

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
4-81	Eng. & Works	Agreement with Condominium Corporations for Maintaining and Repairing Roads on Condominium Property, etc.	Council Jan.12/81	Apr. 30/81	1
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81	May 15/81	0



THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 19, 1981 AT 10:00 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. W. Newton

PREPARED BY:
DATE:

Clerk's Department
March 16, 1981

**COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.**

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MARCH 19, 1981

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.02.01	1980 Road Needs Study - Spot Improvements
2.	F.02.06	Streetlighting
3.	F.05.03.02	1981 Sidewalk Plowing and Sanding Policy
4.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MARCH 19/81
COMMITTEE ROOM "A" 10:00 A.M.

MATTERS FOR CONSIDERATION

1. Report dated March 13, 1981, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the 1980 Road Needs Study. The Committee at its last meeting on February 19, 1981, reviewed this study and requested the Commissioner of Engineering and Works to prepare a report regarding the Spot Deficiencies contained in the Study.

Mr. Taylor, in his report, discussed each of these deficiencies and suggests an estimated cost of rectifying them. Mr. Taylor recommends:

That the following spot deficiencies be carried out in 1981, in the amount of \$182,000.00, subject to the additional resurfacing funds being made available in the Current Budget, at the following locations:-

Shaw Drive from Lakeshore Road to Revus Avenue
Tecumseh Park Drive and Tecumseh Park Crescent
Truscott Drive west of Delaney Drive
Asta Drive and Selsey Drive
Claircrest Avenue
Hurontario Street at Queensway Intersection
Burnhamthorpe Road - Mississauga to Erindale Station
Credit Heights Drive, Enniskillen Circle, Killkee
Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent,
Ryan Place, Ballyclare Drive and Dundas Court
Crestlawn Drive, Fewster Drive, Encino Street and
Burgoyne Street
Creditview Road from Britannia to Highway 401
Darcel Avenue, Middlebrook Street
Victory Crescent and Churchill Avenue
Langworthy Drive from Clara Drive to Brandon Gate
Beverley Street, York Street, Scarboro Street,
Hull Street, Knaseboro Street, Burlington Street
and Studley Street
Ninth Line from Highway 401 to Derry Road

File: F.02.01

RECOMMEND ADOPTION

March 19, 1981

2. Report dated March 11, 1981, from Mr. W.P. Taylor, Commissioner of Engineering and Works, up-dating the Committee on the Road Lighting Study which was carried out in 1977 by the E.C.E. Group for the City of Mississauga. Mr. Taylor indicates that the object of the Study was to prepare an inventory of existing streetlighting conditions in the City and recommend those streets where streetlighting should be upgraded and the type of streetlighting to be used on the various streets.

Mr. Taylor, in his report, recommends:

- (a) That the re-lamping program for residential streets in 1981, in the amount of \$140,000.00, take place in Malton and Streetsville, as shown on Maps 1 and 2 attached.
- (b) That \$75,000.00 be spent on improving streetlighting on the following streets: -

Etude Drive from Goreway to Darcel	\$20,000
Walkway between Chantenay & Selsey	5,500
Eaglewood Blvd.	20,000
McCarthy & Creditview Rd. Intersection	4,500
Wareham St. (Old Thomas to New Thomas and Intersection at New Thomas Street)	6,000
Britannia Road from Queen to Credit River	10,000
Walkway from Rockhill Rd. to Wrenwood Cr.	2,000
Drury Road from north of Caroline to McCaugherty	7,000

- (c) That \$110,000.00 be spent to improve the streetlighting on Burnhamthorpe Road - north side - from the H.E.P.C. right-of-way to Highway 10 in 1981.

File: F.02.06

RECOMMEND ADOPTION

3. The Public Works Committee, at its meeting on January 15, 1981, considered a memorandum dated January 7, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works, along with a copy of a memorandum dated January 7, 1981, from Mr. Taylor to Mr. D. Debenham, Works Manager, concerning the 1981 Sidewalk Plowing and Sanding Policy.

March 19, 1981

ITEM 3 CONTINUED ...

The Public Works Committee made the following recommendation:

"That the following be adopted as the 1981 Sidewalk Plowing and Sanding Policy:

- (a) That the City of Mississauga sand and plow the following sidewalks after any snow or ice storm, as and when deemed necessary by the Engineering and Works Department:
 - (i) Major Arteries
 - (ii) Senior Citizens Areas
 - (iii) Bus Stops
- (b) That heavily pedestrian-travelled residential streets be plowed only after a snowfall in excess of 8 centimetres.
- (c) That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, not be plowed at all.
- (d) That the sanding of sidewalks be undertaken whenever a severe icing condition occurs, based on the above priorities for plowing.
- (e) That these procedures not apply to the freeze-thaw cycle experienced most winter nights in Mississauga.

Council, at its meeting on January 26, 1981, referred this matter back to the Public Works Committee for further consideration. At the Public Works Committee meeting on February 19, 1981, this matter was deferred to this meeting. The Commissioner of Engineering and Works will address the Committee on this matter.

File: F.05.03.02

DIRECTION REQUIRED

- 4. Summary of Unfinished Business relating to the Public Works Committee as of March 17, 1981.

File: A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

Files: 11 211 00087
11 141 00039

Chairman and Members of the
Public Works Committee

To _____
Dept _____

From Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

P. W. DATE March 19, 1981

March 13, 1981

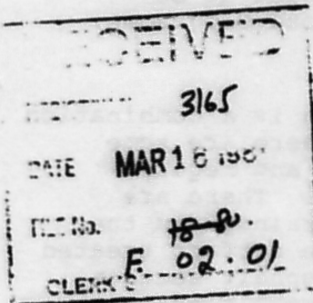
SUBJECT: 1980 Road Needs Study - Spot Improvements.
ORIGIN: Engineering and Works Department - Request for Report 39-81.
COMMENTS: As you will recall, Public Works Committee reviewed the 1980 Road Needs Study at its last meeting and as a result of this review requested the Commissioner of Engineering and Works to prepare a report on the spot deficiencies outlined in the Study for consideration of Committee. The following spot deficiencies are addressed individually:

1. Shaw Drive from Lakeshore Road to Revus Avenue.

The existing roadway is curb and guttered with an asphalt running surface. There are numerous base failures throughout with particular concentrations around Lakeshore Road. The remedial maintenance measures required are to excavate the areas which have structurally failed, replace with granular material and asphalt patch. The entire road should then be crack filled and resurfaced with hot-mix asphalt.
Estimated Cost - \$40,000.00

2. Tecumseh Park Drive and Tecumseh Park Crescent.

The existing condition is surface treated and there are indications of surface slippage probably due to inadequate stability from the vehicular braking that is occurring due to the grade of the road from Indian Road southerly. The other section of the road is in reasonable condition and we do not feel complete reconstruction is warranted at this time. Our recommendation would be to resurface the section from Indian Road to the bottom of the hill and that no other work be done on the surface treated section. There are minor problems located throughout on the ditches and we would recommend that we undertake spot ditching at various locations on both sides of the street to improve the drainage.
Estimated Cost - \$30,000.00



1.9

Chairman and Members of the
Public Works Committee
March 13, 1981
Page 2

Re: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd.

3. Truscott Drive west of Delaney Drive.

The problem shown in the Road Needs Study was a structural failure and this was eliminated in 1980 as this section of roadway was resurfaced with hot-mix asphalt as part of our Resurfacing Road Programme.

4. North Service Road from Stanfield Road to Dixie Road.

The existing condition of this roadway is excellent from a maintenance standpoint with the exception from Dixie Road to 300 ft. east. The deficiency, as outlined in the Road Needs Study, is one of service and for that reason recommends that widening is warranted. This is not a high priority as far as we are concerned and it is not contained in the Five-Year Capital Budget. The only work that should be undertaken is the resurfacing of the North Service Road between Dixie Road and 300 ft. east and this work was already scheduled to be undertaken in our 1981 Resurfacing Road Programme.

5. Asta Drive and Selsey Drive

The existing condition of these roads is a combination of surface treatment and asphalt. There are some portions which are badly alligatored and require base excavation and hot-mix patching. There are also minor problems with regard to drainage in the ditches. We would recommend that the surface treated section together with the existing asphalt section be totally resurfaced with hot-mix asphalt after the base repairs have been completed and also that some minor ditching would be carried out.

Estimated Cost - \$45,000.00

6. Claircrest Avenue

The existing condition is surface treated with ditches and the ditches are in good condition. We would recommend that in order to eliminate structural deficiencies that the roadway be resurfaced with hot-mix asphalt as part of our Resurfacing Road Programme.

Estimated Cost - \$10,000.00

1.6

Chairman and Members of the
Public Works Committee
March 13, 1981
Page 3

Re: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd.

7. Hurontario Street at the Queensway Intersection

This spot improvement as shown in the Road Needs Study is a service deficiency as there was inadequate turning movement capacity through the intersection. This deficiency has been eliminated as this intersection was rechannelled in 1980.

8. Burnhamthorpe Road - Mississauga Road to Erindale Station Road.

This is a carryover job and will be completed in 1981.

9. Credit Heights Drive, Enniskillen Circle, Killkee Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent, Ryan Place, Ballyclare Drive and Dundas Court.

These streets are generally surface treated with ditches. Credit Heights Drive is included in the 1981 Resurfacing Road Programme for an asphalt overlay and will be completed as part of our Resurfacing Programme. The remaining streets should be paved with hot-mix asphalt and ditching work undertaken to improve the drainage. There are no funds available to do this work in 1981. However, we would suggest that these streets be recommended for hot-mix resurfacing and placed in the 1982 and 1983 Maintenance Programmes.

10. Crestlawn Drive, Fewster Drive, Encino Street and Burgoyne Street.

The deficiency on these streets is the non-existence of storm sewers at various locations. We would recommend that the minor storm sewer extensions be undertaken in 1981.

Estimated Cost - \$16,000.00

11. Creditview Road From Britannia Road to Highway 401

The existing roadway requires resurfacing at various locations to eliminate structural failures and we would recommend that this work be undertaken in 1981 as part of our Resurfacing Programme.

Estimated Cost - \$7,000.00

1.c
Chairman and Members of the
Public Works Committee
March 13, 1981
Page 4

Re: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd.

12. Darcel Avenue, Middlebrook Street

These roadways are existing asphalt surface with curb and gutter. The maintenance procedures required are minor patching and curb repairs including some base repairs and we would suggest that this work be carried out in 1981.

Estimated Cost - \$12,000.00

13. Victory Crescent and Churchill Avenue

Churchill Avenue is scheduled to be completely reconstructed in 1982 including reconstruction of the sanitary sewer by the Region. No work should therefore be undertaken on Churchill Avenue. With respect to Victory Crescent there are curb repairs required to be undertaken together with asphalt patching. This should be undertaken in 1981 as part of our Resurfacing Road Programme.

Estimated Cost - \$2,000.00

14. Langworthy Drive from Clara Drive to Brandon Gate Drive

This street has a satisfactory travelling surface, however, there are minor base repairs required and certain curb repairs which should be undertaken in 1981.

Estimated Cost - \$12,000.00

15. Beverley Street, York Street, Scarboro Street, Hull Street, Knaseboro Street, Burlington Street and Studley Street.

These streets generally require base repairs, asphalt patching, curb repairs and resurfacing and should be carried out as part of the 1981 Resurfacing Road Programme.

Estimated Cost - \$20,000.00

16. Ninth Line from Highway 401 to Derry Road

This is a carryover. No comments required.

Chairman and Members of the
Public Works Committee
March 13, 1981
Page 5

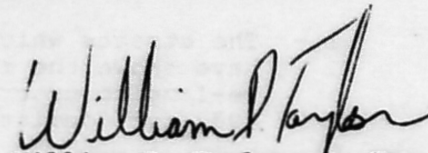
1.d

RE: 1980 Road Needs Study - Spot Improvements

COMMENTS - cont'd-During Current Budget discussions Committee was asked to place an additional \$400,000.00 Gross, \$200,000.00 Net, in the 1981 Resurfacing Budget to enhance the Resurfacing Program and bring it partially back to the position it was in 1977. There is, in this report, \$182,000.00 worth of spot deficiencies which are recommended to be done now, and on the basis that \$400,000.00 has been added to the Current Budget for resurfacing, this work could be done in 1981.

RECOMMENDATION: That the following spot deficiencies be carried out in 1981, in the amount of \$182,000.00, subject to the additional resurfacing funds being made available in the Current Budget, at the following locations:-

Shaw Drive from Lakeshore Road to Revus Avenue
Tecumseh Park Drive and Tecumseh Park Crescent
Truscott Drive west of Delaney Drive
North Service Road from Stanfield to Dixie Road
Asta Drive and Selsey Drive
Claircrest Avenue
Hurontario Street at Queensway Intersection
Burnhamthorpe Road - Mississauga to Erindale Station
Credit Heights Drive, Enniskillen Circle, Killkee
Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent,
Ryan Place, Ballyclare Drive and Dundas Court
Crestlawn Drive, Fewster Drive, Encino Street and
Burgoyne Street
Creditview Road from Britannia to Highway 401
Darcel Avenue, Middlebrook Street
Victory Crescent and Churchill Avenue
Langworthy Drive from Clara Drive to Brandon Gate
Beverley Street, York Street, Scarboro Street,
Hull Street, Knaseboro Street, Burlington Street
and Studley Street
Ninth Line from Highway 401 to Derry Road



William P. Taylor, P. Eng.
Commissioner,
Engineering and Works Department.

AEMcD/dw/mh



City of Mississauga

MEMORANDUM

17 111 81042
11 141 00039

P.W.S.

To Chairman and Members of the

From William P. Taylor, P.Eng.

Dept Public Works Committee

Dept. Engineering and Works

March 11, 1981

P. W. DATE March 19/81

SUBJECT: Streetlighting.

ORIGIN: Councillor David Culham.

COMMENTS: We have been requested to bring the Public Works Committee up to date with respect to a Road Lighting Study which was carried out in 1977 by the E C E Group for the City of Mississauga. The object of this study was to prepare an inventory of the existing street lighting conditions in the City; to recommend those streets, or part thereof, where the streetlighting should be upgraded; and to recommend the type of streetlighting to be used on the various streets.

A limited number of copies of this report were made, and at the present time there are only two in existence in the Engineering Department, both of which are available for reading by the Public Works Committee Members at their convenience.

3144
DATE **MAR 13 1981**
FILE No. 27-0
F.62.06
CLERK'S DEPARTMENT

We have prepared for the Public Works Committee Meeting, maps which show the condition of the streetlighting which existed in 1976, the recommended changes in the streetlighting, and a map showing those streets which have been upgraded to date to meet the new streetlighting requirements.

In addition, we have attached to this report the Streetlighting Program for 1981 and 1982, which includes the following:-

- 1 - The streets which require re-lamping, and we have shown the recommended streets for this re-lamping program in both the years 1981 and 1982 for Committee's consideration.

continued.....

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COMMENTS:
(continued)

- 2 - A list of outstanding requests for improved streetlighting, including the cost of same, and Committee should decide which of these streets should be done in 1981 and 1982, based on \$75,000.00 being available in 1981 and \$125,000.00 being available in 1982.
- 3 - The streetlighting requirements for completed Capital Works Projects is \$110,000.00 for 1981 and we are recommending that this work be done entirely on Burnhamthorpe Road between the H.E.P.C. right-of-way and Highway 10. Further, we are suggesting that \$150,000.00 worth of work be done in 1982, and that consideration be given to using these funds on either Hurontario between Burnhamthorpe and the Q.E.W. or Winston Churchill Blvd. between Britannia Road and Derry Road.

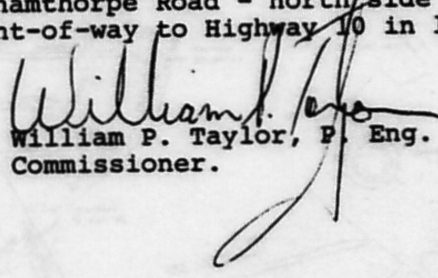
RECOMMENDATIONS:

- 1 - That the re-lamping program for residential streets in 1981, in the amount of \$140,000.00, take place in Malton and Streetsville, as shown on Maps 1 and 2 attached.

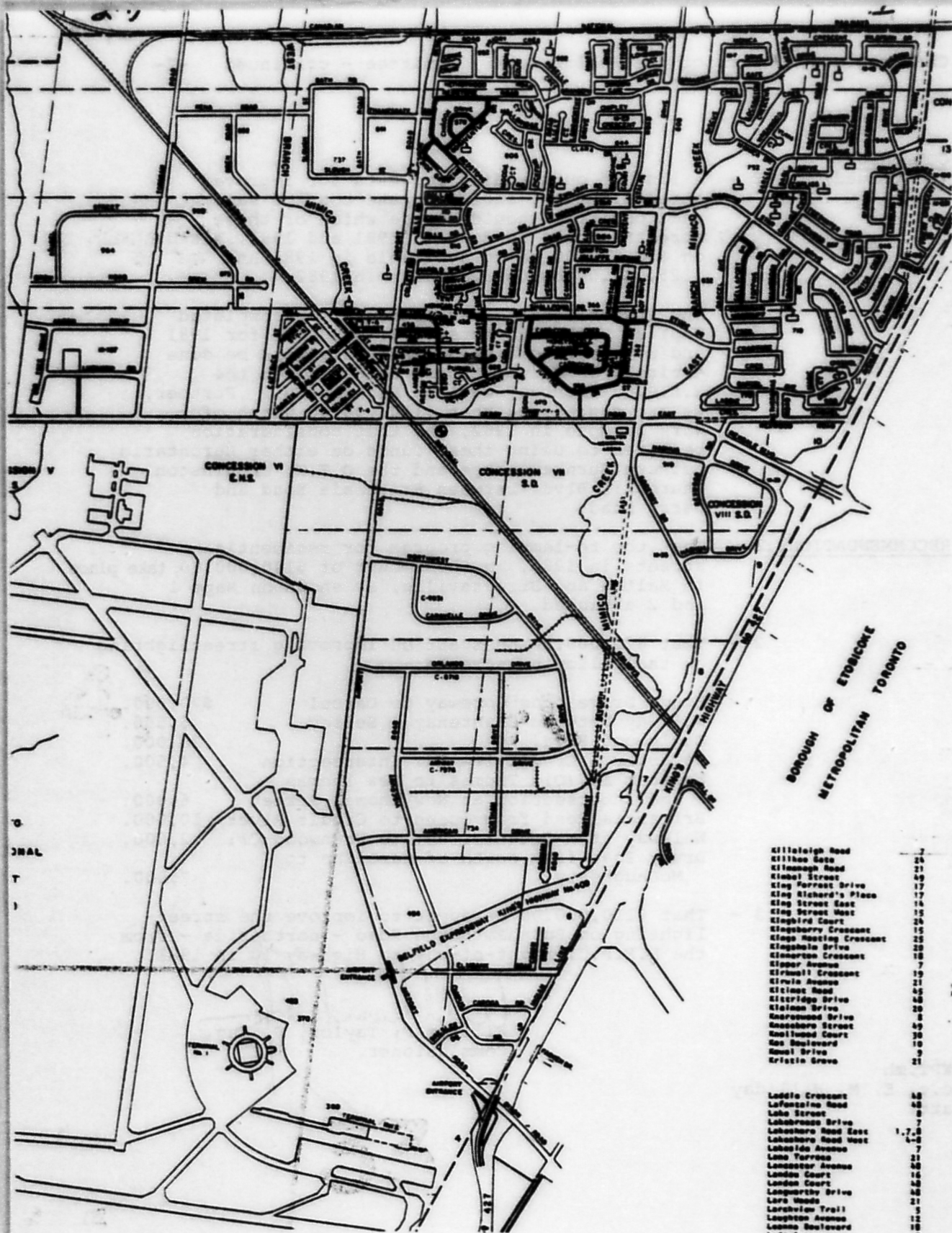
- 2 - That \$75,000.00 be spent on improving streetlighting on the following streets:-

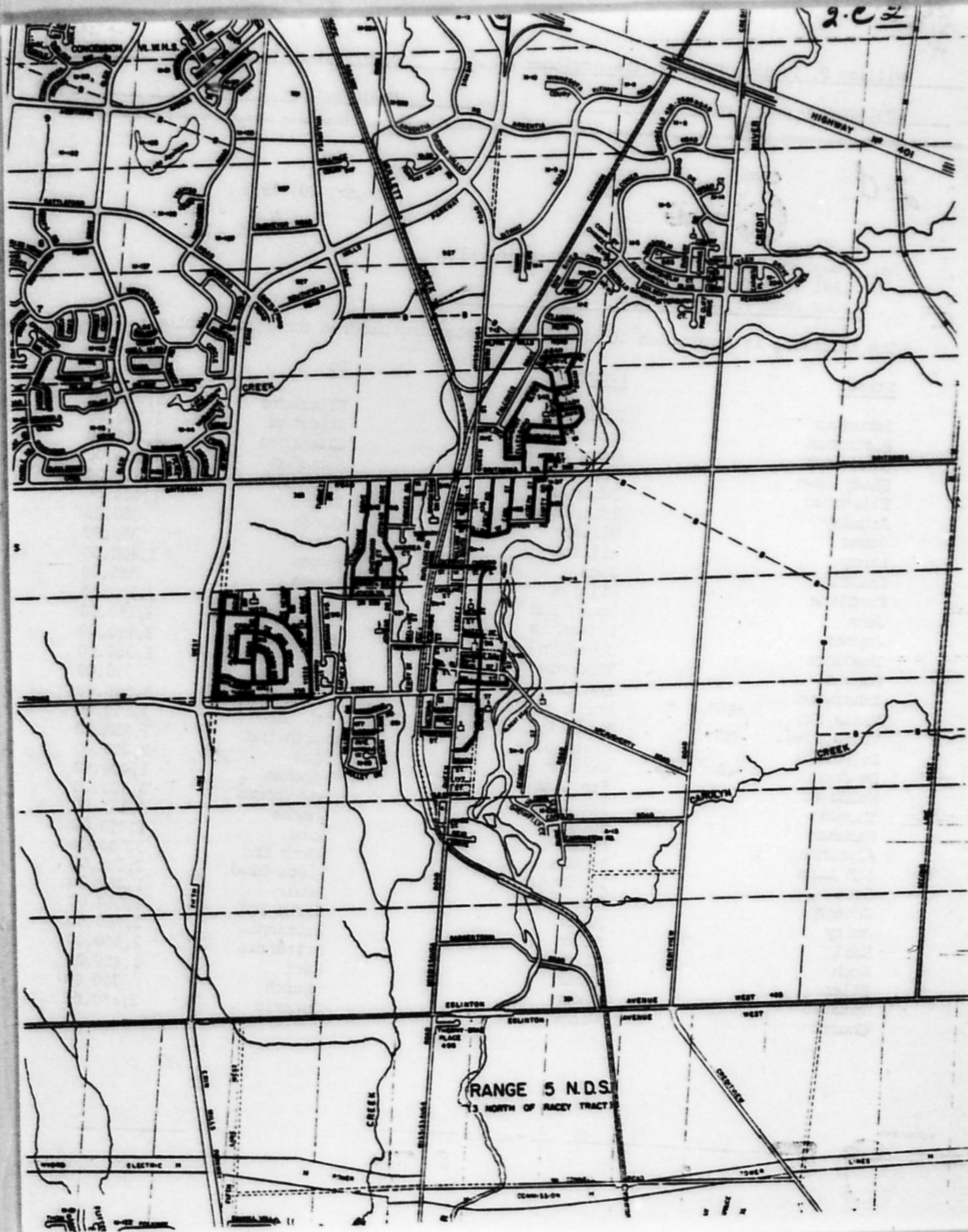
Etude Drive from Goreway to Darcel	\$20,000.
Walkway between Chantenay & Selsey	5,500.
Eaglewood Blvd.	20,000.
McCarthy & Creditview Rd. Intersection	4,500.
Wareham St. (Old Thomas to New Thomas and Intersection at New Thomas Street	6,000.
Britannia Road from Queen to Credit River	10,000.
Walkway from Rockhill Rd. to Wrenwood Cr.	2,000.
Drury Road from north of Caroline to McCaugherty	7,000.

- 3 - That \$110,000.00 be spent to improve the streetlighting on Burnhamthorpe Road - north side - from the H.E.P.C. right-of-way to Highway 10 in 1981.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday
att.





William P. Taylor, P. Eng., Commissioner From J. V. Folko, P. Eng.
Engineering and Works Dept. Engineering

2.0

January 20, 1981

Re: Proposed Relamping Program for Streetsville
1981 Streetlighting Budget
Your request from January 9, 1981

The following is a proposed streetlighting relamping program for Streetsville :

Street	From	To	Cost
Suburban	Plainsman	Ellesboro	\$5,250.00
Plainsman	Suburban	Suburban	1,750.00
Swanhurst	Suburban	Ellesboro	4,200.00
Shady Lawn	Suburban	Suburban	1,400.00
Ellesboro	Suburban	Britannia	2,450.00
Ardsley	Britannia	End	1,400.00
James	William	Queen	350.00
Henry	William	Queen	350.00
Ontario	John	Queen	1,400.00
Caroline	William	Queen	350.00
John	South End	North End	2,100.00
Joymar	Britannia	Joycelyn	3,150.00
Theodore	Joycelyn	Britannia	3,150.00
Donata	Theodore	Joymar	1,050.00
Isherwood	Donata	North End	350.00
Vista Dr.	North of Thomas	North End	3,500.00
Vista Blvd.	Vista Dr.	5th Line	3,500.00
De Nesbitt	Vista Blvd.	North End	1,050.00
De Jong	Wareham	Sora	2,800.00
Maldaver	5th Line	Wareham	1,400.00
Thomas	5th Line	New Thomas	2,800.00
Wareham	Sora	Thomas	2,100.00
Alphonse	Sora	Sora	1,750.00
5th Line	Thomas	North End	3,500.00
Sora	Maldaver	Vista Blvd.	2,100.00
Joseph	Britannia	River	1,400.00
Amity	River	North End	1,050.00
Earl	Ellen	Britannia	2,100.00
Arch	Ellen	Britannia	2,100.00
Ellen	Queen	Earl	1,400.00
Ontario	Queen	Church	700.00
Church	Water	Ontario	2,450.00

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<u>Street</u>	<u>From</u>	<u>To</u>	<u>Cost</u>
Water	Church	Queen	700.00
Mill	Queen	Main	2,450.00
Church	Water	Queen	3,850.00
Pine St.	Queen	Church	350.00
TOTAL			\$71,750.00

This program will completely relamp all the 300w incandescent lamps remaining in the old section of Streetsville.

J.V.F.
DWF:pg

J. V. Falke, P. Eng.
Director of Engineering Planning

Redstone J. & Bonaventure	Honeysuckle Gardens to Bonaventure Dr.	\$ 5250.00
Chinook Dr.	Redstone to Redstone	2800.00
Honeysuckle	Bonaventure to Bonaventure	2450.00
Justine	Redstone to 700 ft Sily.	1400.00
Capricorn	Minolta to EYUDE	7000.00
Michael	Justine to Justine	6300.00
Honeysuckle	Justine to E. End	2100.00
Valhalla	Capricorn to Michael	700.00
EYUDE	Justine to Derry	700.00
MINOLTA	Justine to Goraway	4550.00
Onja	EYUDE to Justine	2100.00
Dorcas	Capricorn to Minolta	700.00
Emidage	Justine to Goraway	780.00
Launcester	Ediffe to EYUDE	1750.00
Merritt	Victory to EYUDE	2450.00
London	E. End to W. end	7300.00
Victory	Merritt to S. end	700.00
McNoughton	Airport to Merritt	3150.00
Launcester	Airport to E. end	3400.00
Teleport	Airport to Launcester	11750.00
	Dunrankin to Doreel	2100.00

69350.00

1982 Kalampong - MALTONE.

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Darcel	Morningstar to Morningstar.	15050.00
Faddie	Darcel to Darcel.	5600.00
Crabtree	Darcel to Darcel.	4900.00
Woodruff/Ces.	" "	4200.00
Dunrankin	Morningstar to Darcel.	4200.00
Topping	Dunrankin to Wainbrook	2100.00
Wainbrook	Dunrankin to Morningstar	1750.00
Harwick	Darcel to Morningstar	4900.00
Madiera	Harwick to Harwick.	2450.00
Ironstone	Airport to Beverley.	2900.00
Beverley	Ironstone to Airport	1400.00
Hull	" to Airport	2450.00
Catterick	Airport to Catterick	5250.00
Princess	Derry to Beverley.	3500.00
Knaseboro	Catterick to Hull	350.00
Sledman	" " "	1750.00
North Alerton	" " "	2450.00
Harrow	Derry to Hull	3500.00
Foster	N Alerton to Harrow	3150.00
Studley	Burlington to Hull.	350.00
Burlington	Catterick to Derry.	1750.00
		3500.00
		66150.00

2.R

1982 Relamping Credit Woodlands

O'Hagan Dr	Credit Woodlands to Credit Woodlands	3500.00
Ballydown	O'Hagan	1750.00
Forestwood	Credit Woodlands to Grindale Ha.	5250.00
Lindenlea	Forestwood to S. End.	3850.00
Lanester	Lindenlea to Forestwood	2800.00
Fairdale	Forestwood to Valmarie	3850.00
Coyers	Fairdale to Fairdale	2100.00
Valmarie	Forestwood to McBride	3850.00
Shamra	Valmarie to Valmarie	5250.00
Obetson	Valmarie to Valmarie	4200.00
McBride	Ellengate to Grindale Ha.	4550.00
Ellengate	McBride to McBride	11550.00
Chada	Ellengate to Ellengate	4200.00
Shadeland	Ellengate to Ellengate	4200.00
FOBEX	Shadeland to S. End.	700.00
Verhoren	McBride to Shadeland	2800.00
Carrilion	"	1400.00
Romona	Ellengate to W. End.	1050.00
FLANAGAN	Credit Woodlands to Credit Woodlands	66350.00
FLYNN	Credit Heights to Credit Heights	2800.00
Ryan	S of Credit Heights	3500.00
Credit Heights	Credit Woodlands to Credit Woodlands	350.00
Enniskillen Cir		6300.00
Rooney Gate	Credit heights Enniskillen	3500.00
Killkee	Credit heights Enniskillen	700.00
		700.00
		84700.00

1982 LORNE PARK Relamping.

2 L

Davebrook	Ingleddale to	Robillard.	4200.00
Robillard	Truscott to	S. Service Rd.	4200.00
Deenhorne	Fopcroft to	Robillard	1750.00
Bothwell	Deenhorne to	Davebrook.	700.00
Fopcroft	Davebrook to	Robillard	2100.00
Lenanthur	Davebrook to	Robillard	1400.00
Hillgrove	Ingleddale to	Lenanthur	700.00
Ingleddale	Davebrook to	Truscott	1400.00
Christopher	Robillard to	Clarkson	3750.00
Chippendale	Christopher to	South Service Rd.	1400.00
Springwell	Bickford to	Chippendale	2800.00
Bickford	Agnew to	Springwell	1050.00
Agnew	Truscott to	Christopher	2100.00
Truscott	Agnew to	Southdown	8050.00
Bansuda	Cambridge to	Truscott.	3850.00
Overall	Minnow to	Truscott.	1050.00
Delaney	Minnow to	Truscott	2800.00
Hindfield	Hackland to	Clarkson	5950.00
Hartland	East Southdown to	Hindhead	2450.00
Welwyn	Wittington to	Hindhead	2800.00
April	Hindhead to	Welwyn	1400.00
Truscott	Helm Crt to	Elite	7350.00
Helm Crt	Truscott to	N. end	700.00
Fairmills Crt	Truscott to	N. end.	700.00
Maze	Clarkson to	White Oak School.	1400.00
Wadmore	Crombie to	Cambridge	2800.00
Camelford	Bransley to	Wembury	2800.00
Beamsley	Merion to	Elite	2450.00
Wembury	Camelford to	Elite	2100.00
Winslow	Camelford to	Elite	3150.00
Elite	Truscott to	N. End.	1750.00
Rindor	Bransley to	Winslow	2450.00
Merrow	Truscott to	Winslow	2100.00
Chaschurst	Truscott to	Mildmay	700.00
Mildmay	Chaschurst to	W. end	1400.00
Falconridge	Chaschurst to	E. end.	350.00
Fopfield	Falconridge to	N. end.	2800.00
Chaschurst	Gillian King to	Clarkson	91600.00

PUBLIC WORKS COMMITTEE

DATE: MARCH 17, 1981

SUMMARY OF UNFINISHED BUSINESS

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
4-81	Eng. & Works	Agreement with Condominium Corporations for Maintaining and Repairing Roads on Condominium Property, etc.	Council Jan.12/81	Apr. 30/81	1
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb.19/81	May 15/81	0

4.

CITY OF MISSISSAUGA

M I N U T E S

MEETING #3

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, March 19, 1981

PLACE OF MEETING: COMMITTEE ROOM 'A' at 10:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook

MEMBERS ABSENT: Councillor M. Marland (attending Waste
Management Seminar in Burlington)
Mr. W. Newton (sent regrets)

STAFF PRESENT: Mr. A. E. McDonald, Director,
Maintenance Engineering
Mr. D. Rae, Engineering and Works
(item 2)
Mr. A. Grannum, Committee Co-ordinator
Mrs. P. Johnson, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated March 13, 1981, from Mr. W.P. Taylor, Commissioner of Engineering and Works, regarding the 1980 Road Needs Study. The Committee at its last meeting on February 19, 1981, reviewed this study and requested the Commissioner of Engineering and Works to prepare a report regarding the Spot Deficiencies contained in the Study.

Mr. Taylor, in his report, discussed each of these deficiencies and suggested an estimated cost of rectifying them.

March 19, 1981

ITEM 1 CONTINUED...

Mr. Taylor recommended:

That the following spot deficiencies be carried out in 1981, in the amount of \$194,000.00, subject to the additional resurfacing funds being made available in the Current Budget, at the following locations:-

Shaw Drive from Lakeshore Road to Revus Avenue
Tecumseh Park Drive and Tecumseh Park Crescent
Truscott Drive west of Delaney Drive
Asta Drive and Selsey Drive
Claircrest Avenue
Hurontario Street at Queensway Intersection
Burnhamthorpe Road - Mississauga to Erindale Station
Credit Heights Drive, Enniskillen Circle, Killkee
Gate, Rooney Gate, Flynn Crescent, Flanagan Crescent,
Ryan Place, Ballyclare Drive and Dundas Court
Crestlawn Drive, Fewster Drive, Encino Street and
Burgoyne Street
Creditview Road from Britannia to Highway 401
Darcel Avenue, Middlebrook Street
Victory Crescent and Churchill Avenue
Langworthy Drive from Clara Drive to Brandon Gate
Beverley Street, York Street, Scarboro Street,
Hull Street, Knaseboro Street, Burlington Street
and Studley Street
Ninth Line from Highway 401 to Derry Road

The Chairman advised members that Council had approved \$200,000.00 net in the 1981 Resurfacing Budget to enhance the Resurfacing Programme. It was, therefore, recommended that the spot deficiencies as listed above, be undertaken in 1981, with the exception of Churchill Avenue, which is scheduled for reconstruction in 1982.
The Committee concurred.

File: F.02.01 See Recommendation #13 (J. Newell)

2. Report dated March 11, 1981, from Mr. W.P. Taylor, Commissioner of Engineering and Works, up-dating the Committee on the Road Lighting Study which was carried out in 1977 by the E.C.E. Group for the City of Mississauga. Mr. Taylor indicated that the object of the Study was to prepare an inventory of existing streetlighting conditions in the City; recommend those streets where streetlighting should be upgraded and indicate the type of streetlighting to be used on the various streets.

March 19, 1981

ITEM 2 CONTINUED...

Mr. Taylor, in his report, recommended:

- (a) That the re-lamping program for residential streets in 1981, in the amount of \$140,000.00, take place in Malton and Streetsville, as shown on Maps 1 and 2 attached.
- (b) That \$75,000.00 be spent on improving streetlighting on the following streets: -

Etude Drive from Goreway to Darcel	\$20,000
Walkway between Chantenay & Selsey	5,500
Eaglewood Blvd.	20,000
McCaugherty & Creditview Rd. Intersection	4,500
Wareham Dr. (Old Thomas to New Thomas and Intersection at New Thomas Street)	6,000
Britannia Road from Queen to Credit River	10,000
Walkway from Rockhill Rd. to Wrenwood Cr.	2,000
Durie Road from north of Caroline to McCaugherty	7,000
- (c) That \$110,000.00 be spent to improve the streetlighting on Burnhamthorpe Road - north side - from the H.E.P.C. right-of-way to Highway 10 in 1981.

Mr. D. Rae of the Engineering and Works Department, made a presentation to the Committee by displaying maps showing the various stages in the upgrading of the streetlighting in the City of Mississauga. He pointed out that some of the street lamps were 40 years old and that in some cases, a new lighting head and arm was installed on some of the existing poles rather than installing new lights. Some members of the Committee questioned the responsibility for the lighting of walkways in the City of Mississauga. Mr. Rae advised that if a walkway was between two streets, it was the responsibility of the Engineering Department. If the walkway was between a street and a park, it was the responsibility of the Recreation and Parks Department. He also stated that he would provide Committee members with a map showing the streets on which streetlight improvements are to take place. After some discussion, the Committee endorsed Mr. Taylor's recommendation.

File: F.02.06 See Recommendation #14 (D. Cook)

APPROVED

March 19, 1981

3. The Public Works Committee, at its meeting on January 15, 1981, considered a memorandum dated January 7, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works, along with a copy of a memorandum dated January 7, 1981, from Mr. Taylor to Mr. D. Debenham, Works Manager, concerning the 1981 Sidewalk Plowing and Sanding Policy.

The Public Works Committee made the following recommendation:

"That the following be adopted as the 1981 Sidewalk Plowing and Sanding Policy:

- (a) That the City of Mississauga sand and plow the following sidewalks after any snow or ice storm, as and when deemed necessary by the Engineering and Works Department:
 - (i) Major Arteries
 - (ii) Senior Citizens Areas
 - (iii) Bus Stops
- (b) That heavily pedestrian-travelled residential streets be plowed only after a snowfall in excess of 8 centimetres.
- (c) That lightly pedestrian-travelled residential streets and industrial areas, and arterial roads with little or no pedestrian traffic, not be plowed at all.
- (d) That the sanding of sidewalks be undertaken whenever a severe icing condition occurs, based on the above priorities for plowing.
- (e) That these procedures not apply to the freeze-thaw cycle experienced most winter nights in Mississauga."

Council, at its meeting on January 26, 1981, referred this matter back to the Public Works Committee for further consideration. At the Public Works Committee meeting on February 19, 1981, this matter was deferred to the March meeting. Councillor Culham requested that Mr. McDonald, Director of Maintenance Engineering, prepare a memo for circulation to the Mayor and Members of Council, advising them that a map of the City would be posted in a suitable location in City Hall so that they could ascertain if there are any problem areas in their wards concerning snowplowing and that any comments should be forwarded to the City Clerk for inclusion on the next agenda of the Public Works Committee. Councillor Culham also suggested that the Commissioner of Recreation and Parks prepare a similar map and criteria concerning the plowing of walkways which fall under their jurisdiction. Mr. McDonald advised the Committee that tenders for snowplowing were usually called in July of each year for the following winter.

March 19, 1981

ITEM 3 CONTINUED...

The Committee made the following recommendation:

- (a) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to prepare a map, to be posted in a suitable location in City Hall, and that the Mayor and Members of Council review this map to ascertain any problem areas in their wards concerning snowplowing, and further, that Mr. McDonald send a memorandum to the Mayor and Members of Council advising them to submit their comments to the City Clerk for inclusion on the next agenda of the Public Works Committee, scheduled for April 16, 1981.
- (b) That the Commissioner of Recreation and Parks be requested to prepare a map showing the walkways in the City of Mississauga concerning the snowplowing of them, which fall under their jurisdiction, for consideration by the Public Works Committee at its meeting on April 16, 1981.
- (c) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee, prior to being implemented.

File: F.05.03.02 See Recommendation #15 (D. Cook)

- 4. Summary of Unfinished Business relating to the Public Works Committee as of March 17, 1981.

File: A.03.04.06 See Recommendation #16 (J. Newell)

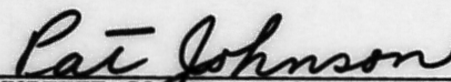
RECEIVED

RECOMMENDATIONS:

As per report No. 3-81

ADJOURNMENT:

11:25 a.m.


COMMITTEE CO-ORDINATOR

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its third report and recommends:

13. That the following spot deficiencies, contained in the 1980 Road Needs Study prepared by McCormick, Rankin and Associates Limited, be rectified in 1981 in the amount of \$194,000.00 at the following locations, as funds have been allocated in the 1981 Current Budget:-

Shaw Drive from Lakeshore Road to Revus Avenue
Tecumseh Park Drive and Tecumseh Park Crescent
Truscott Drive west of Delaney Drive
Asta Drive and Selsey Drive
Claircrest Avenue
Hurontario Street at Queensway Intersection
Burnhamthorpe Road - Mississauga to Erindale Station
Credit Heights Drive, Enniskillen Circle, Killkee
Gate, Rooney Gate, Flynn Crescent, Flanagan
Crescent, Ryan Place, Ballyclare Drive and
Dundas Court
Crestlawn Drive, Fewster Drive, Encino Street and
Burgoyne Street
Creditview Road from Britannia to Highway 401
Darcel Avenue, Middlebrook Street
Victory Crescent
Langworthy Drive from Clara Drive to Brandon Gate
Beverly Street, York Street, Scarboro Street,
Hull Street, Knaseboro Street, Burlington Street
and Studley Street
Ninth Line from Highway 401 to Derry Road

(38-13-81) F.02.01

14. (a) That the re-lamping program for residential streets in 1981, in the amount of \$140,000.00, take place in the Malton and Streetsville areas of the City of Mississauga.

February 19, 1981

ITEM 14 CONTINUED

- (b) That \$75,000.00 be spent on improving streetlighting on the following streets: -

Etude Drive from Goreway to Darcel	\$20,000
Walkway between Chantenay & Selsey	5,500
Eaglewood Blvd.	20,000
McCaugherty & Creditview Rd. Intersection	4,500
Wareham Dr. (Old Thomas to New Thomas and Intersection at New Thomas Street)	6,000
Britannia Road from Queen to Credit River	10,000
Walkway from Rockhill Rd. to Wrenwood Cr.	2,000
Durie Road from north of Caroline to McCaugherty	7,000

- (c) That \$110,000.00 be spent to improve the streetlighting on Burnhamthorpe Road - north side - from the H.E.P.C. right-of-way to Highway 10 in 1981.

(38-14-81) F.02.06

15. (a) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to prepare a sidewalk snowplowing and sanding priority map to be posted in a suitable location at City Hall, and that the Mayor and Members of Council and Committee Members review this map to ascertain if there are any problem areas in their wards concerning snowplowing.
- (b) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to send a memorandum to the Mayor and Members of Council advising them to forward their comments regarding sidewalk snowplowing and sanding priorities to the City Clerk, for inclusion on the Public Works Committee agenda for consideration at its meeting on April 16, 1981.
- (c) That the Commissioner of Recreation and Parks be requested to prepare a map for display at the next meeting of the Public Works Committee on April 16, 1981, outlining the walkways in the City of Mississauga which fall under his jurisdiction and which he is responsible for snowplowing and sanding, and that he also prepare a report regarding the criteria for determining the level of service.
- (d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

(38-15-81) F.05.03.02

- 3 -

February 19, 1981

16. That the Summary of Unfinished Business relating to the Public Works Committee as of March 17, 1981, be received.

(38-16-81) A.03.04.06

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, APRIL 16, 1981 AT 9:30 A.M.

COUNCIL CHAMBERS

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Mr. W. Newton

PREPARED BY:
DATE:

Clerk's Department
April 13, 1981

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

INDEX, PUBLIC WORKS COMMITTEE AGENDA, APRIL 16, 1981

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	B.04.01	City of Mississauga Entering into Agreements to Maintain Services for Condominium Corporations
2.	F.06.01	Traffic Monitoring Stations
3.	F.04.07	Cable T.V. Administrative Engineering Fees
4.	F.05.03.02	Sidewalk Snowplowing and Sanding Priorities
5.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, APRIL 16, 1981
COUNCIL CHAMBERS AT 9:30 A.M.

MATTERS FOR CONSIDERATION

1. Report dated March 18, 1981, from the Commissioner of Engineering and Works, regarding the City of Mississauga entering into agreements to maintain some, or all, services for Condominium Corporations. This report was requested by Council at its meeting on January 12, 1981, at which time the following resolution #11 was adopted:-

"That the Commissioner of Engineering and Works prepare a report for the Public Works committee as to the costs and implementation of assuming responsibilities provided under the "Maintenance Agreement with Local Municipalities" dated December 1978, which allows Councils of local municipalities to pass by-laws for the purpose of entering into agreements with Condominium Corporations for maintaining and repairing roads on the condominium property, clearing and removing of snow and ice from roads on the condominium property, maintaining and repairing sewer pipes, and fire hydrants installed on the condominium property."

Mr. Taylor advises that this report should deal with the feasibility of the City entering into maintenance agreements with individual Condominium Corporations rather than the cost of these agreements. He also states that the principle in establishing condominiums in Ontario in the mid 1960's was that a condominium unit could be provided to the original purchaser at less cost than a freehold unit, due to the fact that the services and roads for a condominium would not be made public, and that the individual owners would gather together as a group and maintain the facilities for the total Condominium Corporation. Mr. Taylor also advises there now appears to be growing evidence that Condominium Corporations feel the municipality should be maintaining their services albeit that the majority are willing to pay some amount for this maintenance over and above taxes. In his report, Mr. Taylor outlines four major factors:

- (a) The Public Works Committee must decide if it agrees with the principle of the municipality maintaining the services in Condominium Corporations, and if it does, should this maintenance be at the expense of the individual corporation or at the expense of the taxpayer at large?

April 16, 1981

ITEM 1 CONTINUED...

- (b) If it is felt that the municipality should maintain condominium services, how high a priority should be given to this maintenance in relationship to the overall City maintenance function?
- (c) If the assumption by the City of the maintenance function is considered to be practical, how does the City of Mississauga involve the Region of Peel in maintaining the sanitary sewers and watermain facilities?
- (d) If the City of Mississauga should decide to take over the maintenance functions at the cost of the Condominium Corporations, there is the cost of administering the billing and collection for these services to the Corporations.

Mr. Taylor feels that no consideration should be given to the City of Mississauga providing the maintenance to a Condominium Corporation or Corporations on a fee basis and also that no consideration be given to the City of Mississauga assuming the maintenance of condominium servicing at the expense of the taxpayers as a whole. Mr. Taylor recommends:

"That the present policy of the individual Condominium Corporation arranging for its own maintenance of roads and services, be continued."

File:B.04.01

RECOMMEND ADOPTION

2. Report dated March 20, 1981, from the Commissioner of Engineering and Works regarding traffic monitoring stations. Mr. Taylor advises that the Ministry of Transportation and Communications and the Engineering Department have been investigating the possibility of entering into a joint traffic monitoring project. It is proposed that permanent traffic monitoring stations would be installed on Lakeshore Road and on Dundas Street immediately west of the Credit River. The traffic monitoring stations would be connected into the Q.E.W. Freeway Surveillance Computer immediately, and in the future, the stations would be connected to the City's traffic Signal Control Computer. The Freeway Surveillance Computer would actively monitor these stations while the ramp metering is in effect, and would collect the count data once a day. The City would be provided with the data collected by the stations. Mr. Taylor also advises that the goal of this joint effort is to share freeway and street network traffic data so that mutually beneficial traffic control strategies can be developed for the Lakeshore Road/Q.E.W./Dundas Street corridor.

April 16, 1981

ITEM 2 CONTINUED...

Mr. Taylor also points out that the City would install the vehicle loops and power supply. The Ministry of Transportation and Communications would install and maintain the monitoring equipment and the telephone line rental for a period of one year after the completion of Highway 403 from the Q.E.W. to Highway 401 or until the City has installed a computerized traffic control system. The City's share of the joint project is estimated at \$8,500.00 plus yearly power consumption costs which would be minimal. Sufficient funds are available in the 1981 Current Budget for this work. Mr. Taylor recommends:

- (a) That the City of Mississauga enter into a joint project with the Ministry of Transportation and Communications for the installation of Traffic Monitoring Stations to be located on Lakeshore road and on Dundas street immediately west of the Credit River at a capital cost of approximately \$8,500.00.
- (b) That the continued participation of the City of Mississauga be reviewed jointly with the Ministry of Transportation and Communications one year after the opening of Highway 403 from the Q.E.W. to Highway 401, or at the time the City of Mississauga has installed a computerized traffic control system.

File:F.06.01

RECOMMEND ADOPTION

- 3. Report dated March 10, 1981, from the Commissioner of Engineering and Works, regarding Cable T.V. Administrative Engineering Fees. Mr. Taylor advises that under By-law 10353, enacted and passed by Council on March 26, 1973, being a by-law to authorize and regulate the erection and maintenance of facilities for the purpose of transmitting electrical or electric impulses, signals, and messages, an annual Administrative fee of \$100.00 per cable company has been charged since 1973. At that time, there were 6 Cable T.V. firms operating, and this resulted in a yearly revenue of \$600.00. Since that time, various takeovers and purchases of the operating companies have occurred and at present, there is only one Cable T.V. Company - Maclean-Hunter - in the field. These amalgamations have resulted in the loss of \$500.00 in annual revenue as all applications are now channeled through one agency. Mr. Taylor recommends that By-law 10353 be repealed, and that a new by-law be enacted requiring an annual Administrative Engineering Fee of \$1,400.00. This amount will equalize payment for the number of applications which have been processed for a steadily declining number of companies, and also provide a realistic charge for services required in the future. Mr. Taylor suggests that this fee be reviewed

April 16, 1981

ITEM 3 CONTINUED...

again in 1986. Mr. Taylor recommends:

- (a) That a by-law be passed to repeal By-law 10353 and to require an annual Administrative Engineering Fee of \$1,400.00 for Cable T.V. Companies operating in the City of Mississauga.
- (b) That the Administrative Engineering Fee of \$1,400.00, as authorized in this by-law, be reviewed in 1986.

File: F.04.07

RECOMMEND ADOPTION

4. Council, at its meeting on April 13, 1981, adopted the following recommendation of the Public Works Committee Report of March 19, 1981:

- (a) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to prepare a sidewalk snowplowing and sanding priority map to be posted in a suitable location at City Hall, and that the Mayor and Members of council and committee Members review this map to ascertain if there are any problem areas in their wards concerning snowplowing.
- (b) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to send a memorandum to the Mayor and Members of council advising them to forward their comments regarding sidewalk snowplowing and sanding priorities to the City Clerk, for inclusion on the Public Works Committee agenda for consideration at its meeting on April 26, 1981.
- (c) That the Commissioner of Recreation and Parks be requested to prepare a map for display at the next meeting of the Public Works Committee on April 16, 1981, outlining the walkways in the City of Mississauga which fall under his jurisdiction and which he is responsible for snowplowing and sanding, and that he also prepare a report regarding the criteria for determining the level of service.
- (d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

Attached to the agenda is a memorandum dated April 6, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works to Councillor D. Culham in which he advises that a sidewalk snowplowing and sanding priority map was posted in the Councillors Lounge in order that members of Council could

April 16, 1981

ITEM 4 CONTINUED...

review the map and submit their comments to the City Clerk for consideration by the Committee at this meeting. Also attached to the agenda is a copy of a memorandum dated April 8, 1981, from Councillor Taylor to Mr. W. P. Taylor and Councillor Culham, setting out his comments regarding the sidewalk snowplowing and sanding policy priorities in Ward 4. It is anticipated that Mr. L. Love, Commissioner of Recreation and Parks, will have a report and map available at the meeting outlining the sanding and snowplowing of walkways in the City of Mississauga which fall under his jurisdiction.

File: F.05.03.02

DIRECTION REQUIRED

5. Summary of Unfinished Business relating to the Public Works Committee as of April 14, 1981.

File: A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

FILES: 16 151 00001
16 151 00002
11 141 00039

To Chairman and Members of the

From William P. Taylor, P. Eng.

Dept. Public Works Committee

Dept. Engineering and Works

MAR 27 1981

P. W. DATE April 16/81

8.04.01

March 18, 1981

CLERK'S DEPARTMENT

SUBJECT:

City of Mississauga entering into agreements to maintain some, or all, services for Condominium Corporations.

ORIGIN:

Request for Report No. 4-81 - File No. 138-139-80

COMMENTS:

We have been asked to report to Public Works Committee on the cost of the City entering into agreements with Condominium Corporations, at their expense, and advise on the cost of same.

It would seem to us that this report should deal with the feasibility of the City entering into maintenance agreements with individual Condominium Corporations rather than the cost of these agreements.

The principle in establishing condominiums in Ontario in the mid '60's was that a condominium unit could be provided to the original purchaser at less cost than a freehold unit, due to the fact that the services and roads for a condominium would not be made public, and that the individual owners would gather together as a group and maintain the facilities for the total Condominium Corporation.

It would appear that the above plans may not have worked out too satisfactorily in that there appears to be growing evidence that Condominium Corporations feel the municipality should be maintaining their services albeit that the majority are willing to pay some amount for this maintenance over and above taxes. Another observation is that the more expensive the condominium development is, the less likelihood there is of a request for municipal involvement in maintaining the services.

continued...

COMMENTS:
(continued)

We, therefore, feel that the Public Works Committee, in looking at this problem, must decide if they agree with the principle of the municipality maintaining the services in Condominium Corporations, and if they do, then should this maintenance be at the expense of the individual corporation or at the expense of the taxpayer at large?

Secondly, if it is felt that the municipality should maintain condominium services how high a priority should be given to this maintenance in relationship to the overall City maintenance function?

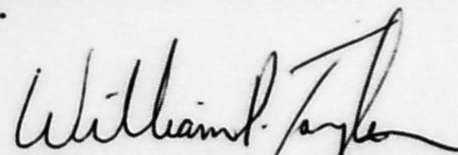
Thirdly, if assumption by the City of the maintenance function is considered to be practical how do we involve the Region in maintaining the sanitary sewer and watermain facilities?

Lastly, if the City should decide to take over the maintenance functions at the cost of the Condominium Corporations, there is the cost of administering the billing and collection for these services to the Corporations.

We would, therefore, strongly recommend to Committee that no consideration be given to the City providing the maintenance to a Condominium Corporation, or Corporations, on a fee basis. Further, we would suggest that no consideration should be given to the City assuming the maintenance of condominium servicing at the expense of the taxpayers as a whole.

RECOMMENDATION:

That the present policy of the individual Condominium Corporation arranging for its own maintenance of roads and services be continued.


William P. Taylor, E.Eng.
Commissioner.

WPT.mh
c.c. E. C. Halliday



City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
22 121 00002
13 211 00203

2.

To: The Chairman and Public Works Committee From: William P. Taylor, P.Eng., Commissioner
City of Mississauga Dept. Engineering and Works

3732.
MAR 26 1981
F.06.01
CLERK'S DEPARTMENT

P. W. DATE Apr. 16/81

March 20, 1981

LADIES & GENTLEMEN :

SUBJECT : Traffic Monitoring Stations.

SOURCE : Engineering and Works Department.

COMMENTS : The Ministry of Transportation and Communications and the Engineering Department have been investigating the possibility of entering into a joint traffic monitoring project. It is proposed that permanent traffic monitoring stations would be installed on Lakeshore Road and on Dundas Street immediately west of the Credit River.

The traffic monitoring stations would be connected into the Q.E.W. Freeway Surveillance Computer immediately, and in the future the stations would be connected to the City's Traffic Signal Control Computer. The Freeway Surveillance Computer would actively monitor these stations while the ramp metering is in effect, and would collect the count data once a day.

The City would be provided with the data collected by the stations.

The goal of this joint effort is to share freeway and street network traffic data so that mutually beneficial traffic control strategies can be developed for the Lakeshore Road/Q.E.W./Dundas Street corridor.

The City would install the vehicle loops and power supply. The Ministry would install and maintain the monitoring equipment and the telephone line rental for a period of one year after the completion

continued ...

2.a

- 2 -

SUBJECT : Traffic Monitoring Stations.

COMMENTS :
continued ...

of Highway 403 from the Q.E.W. to Highway 401 or until the City has installed a computerized traffic control system.

The City's share of the joint project is estimated at \$8,500.00 plus yearly power consumption costs which would be minimal. Sufficient funds are available in the 1981 Current Budget for this work.

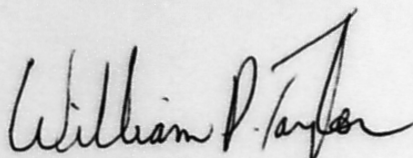
RECOMMENDATION :

1)

That the City of Mississauga enter into a joint project with the Ministry of Transportation and Communications for the installation of Traffic Monitoring Stations to be located on Lakeshore Road and on Dundas Street immediately west of the Credit River at a capital cost of approximately \$8,500.00.

2)

That the continued participation of the City be reviewed jointly with the Ministry of Transportation and Communications one year after the opening of Highway 403 from the Q.E.W. to Highway 401, or at the time the City of Mississauga has installed a computerized traffic control system.



William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

JWT:jb





City of Mississauga

MEMORANDUM

FILES: 22 151 00005
22 151 00001
11 141 00011

3.

To Chairman and Members of the
Dept. Public Works Committee

From William P. Taylor, P.Eng.
Dept. Engineering and Works

P. W. DATE Apr 16/81

March 10, 1981

SUBJECT: Cable T.V. Administrative Engineering Fees.

ORIGIN: Engineering and Works Department.

COMMENTS: Under By-law No. 10353 - being a by-law to authorize and regulate the erection and maintenance of facilities for the purpose of transmitting electrical or electric impulses, signals, and messages - an annual Administrative Fee of \$100.00 per cable company has been charged since 1973. At that time there were 6 Cable T.V. firms operating, and this resulted in a yearly revenue of \$600.00.

Since that time various takeovers and purchases of the operating companies have occurred and at present there is only one Cable T.V. company - Maclean-Hunter - in the field. These amalgamations have resulted in the loss of \$500.00 in annual revenue as all applications are now channeled through one agency. However, the number of applications and commensurate administrative activity required has not decreased. In point of fact there is a significant increase due to the population growth and greater use of the facility.

We are, therefore, recommending to General Committee that By-law 10353, enacted and passed the 26th day of March, 1973 by the Town of Mississauga, and requiring an annual fee of \$100.00, be repealed. We are further recommending that a new by-law be enacted requiring an annual Administrative Engineering Fee of \$1,400.00. This will equalize payment for the number of applications which have been processed for a steadily declining number of companies, and also provide a realistic charge for services required in the future. We would suggest that this fee be reviewed again in 1986.

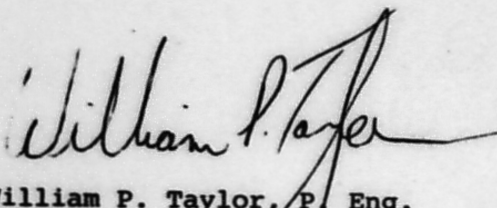
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RECEIVED
3141
DATE MAR 13 1981
F. 04.07
FILE NO. 24-80.
CLERK'S DEPARTMENT

RECOMMENDATIONS: 1 - That By-law 10353 be repealed.

2 - That the attached by-law requiring an annual Administrative Engineering Fee of \$1,400.00 for Cable T.V. companies operating in the City of Mississauga be enacted.

3 - That this Administrative Engineering charge be reviewed in 1986.



William P. Taylor, P. Eng.
Commissioner.

mh

c.c. E. M. Halliday
L. J. Harvey.



3b

BY-LAW NUMBER _____

Being a By-law to authorize and regulate the erection and maintenance upon a highway of transmission equipment and to repeal By-law 10383.

WHEREAS UNDER Section 354 (1) 101 of The Municipal Act R.S.O. 1970 c. 284 the municipality may pass by-laws for authorizing and regulating the erection and maintenance upon, across or along any highway or public place of poles, towers, wires, cables, amplifiers and other accessory equipment and conduits for enclosing wires, cables, amplifiers and for the purpose of transmitting electrical or electric impulses, signals and messages of every nature and kind.

AND WHEREAS applications have been made by persons engaged in the business of transmitting electricity or electric impulses for authority to erect their equipment on City highways.

NOW THEREFORE The Corporation of the City of Mississauga hereby ENACTS as follows:

1. In this by-law,
 - (a) "bell" means The Bell Telephone Company of Canada;
 - (b) "city" means the Corporation of the City of Mississauga;
 - (c) "commissioner" means the Commissioner of Engineering and Works for the City of Mississauga or his designate;
 - (d) "hydro" means The Hydro Electric Commission of the City of Mississauga.
2. No person shall place its plant or equipment to be used for the purpose of transmitting electrical or electric impulses on a city highway without the approval of the commissioner.
3. (1) No equipment or distribution lines shall be located on a highway unless:
 - (a) it is on hydro or bell poles, or a combination of both, or,
 - (b) it is buried in a location approved by the commissioner.

3. c

- 2 -

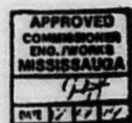
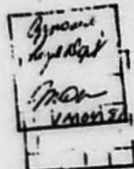
- (2) Main feeder cables, distribution circuits, and all other transmission circuits, including local drop wires, amplifiers, power units and equipment performing similar or related function shall be located in conjunction with Hydro or Bell systems wherever possible.
- (3) On an application for approval by the commission under section 1, the applicant shall:
 - (a) complete and file with the Commissioner an application for approval.
 - (b) file with the commissioner for approval a drawing showing the proposed work and installation;
 - (c) on advice of the commissioner select and identify on the application the location for the equipment
 - (d) file with the commissioner a written guarantee that when directed by the commissioner to relocate the equipment the applicant will relocate the equipment at his own expense.
 - (e) provide security and/or proof of liability insurance in such amounts as may be established by the city from time to time, which shall be sufficient to protect the city from any damages, claims or costs that may flow or arise from construction, location, use or operation of any equipment owned or placed by the applicant;
 - (f) when required by the commissioner, post a bond in an amount sufficient to guarantee removal of the applicant's equipment if not voluntarily removed by the applicant within four (4) month;
 - (g) pay an annual fee in the amount set out in section 7.
4. All equipment to be located on a highway shall be placed, maintained, co-ordinated, and operated in a manner satisfactory to the City and in such a way as not to interfere in any way with the use maintenance or operation of the City services, other utilities, traffic and pedestrians.

.....3

3.0

5. All equipment shall be placed and maintained in accordance with the Canadian Standards Association's relevant specifications, and any amendments and additions thereto or substitutions therefor, which may from time to time be made by the Association.
6. All equipment shall be and remain at the risk of the applicant.
7. (1) The applicant shall pay an annual fee to the City of \$1,400.00 for the Administrative and Engineering charges;
(2) Failure to pay the annual Administrative and Engineering fee of \$1,400.00 shall be deemed to be a voluntary cancellation by the applicant of all rights and permissions granted to it by the City.
8. Where the Commission grants approval under Section 1 in addition to the provisions of this by-law the applicant shall comply with the provisions of Schedule 1 to this by-law.
9. Any person who places its plant or equipment to be used for the purpose of transmitting electrical or electric impulses on a City highway without the approval of the Commissioner is guilty of an offence and liable on conviction under The Provincial Offences Act, 1979 to a fine of not more than \$2,000.00 exclusive of costs.
10. By-law 10383 is hereby repealed.

ENACTED AND PASSED this _____ day of _____ 1981



MAYOR

CLERK

3.e

SCHEDULE 1 TO BY-LAW NUMBER

1. The applicant shall give notice to the city of any assignment of title, ownership or rights in the equipment used, operated or maintained pursuant to the permission given under this by-law.
2. The applicant shall carry out all its operations in such a way as to comply with the policies and by-laws of the City from time to time.
3. The granting of authority under this by-law should not be construed to permit the use of any property other than that portion for which permission has been given by the Commissioner.
4. Any permission or authority granted under this by-law may be cancelled for due cause by the City or terminated by the applicant upon ninety (90) days written notice.
5. Upon cancellation or termination the applicant at his expense shall forthwith remove his equipment from the public highway.



MEMORANDUM

Files: 12 211 81010
11 141 00039

4.

To Councillor D. Culham, Chairman

From Mr. William P. Taylor, Commissioner

Dept. Public Works Committee

Dept. Engineering and Works

April 6, 1981

Re: Winter Sidewalk Plowing and Sanding Policy.

As was agreed at the Public Works Committee meeting on March 19, 1981, a map has been prepared showing the sidewalks and walkways which are recommended to be plowed. The red areas are sidewalks on major arterials, the green areas are sidewalks adjacent to Senior Citizen's Homes, and the blue areas are residential streets which have fairly heavy pedestrian movements. It should also be noted that we plow all bus stops in the City in an 'as when and as required' basis but these have not been shown on the map due to the numerous locations. The following is a summary of the suggested criteria which should be used for plowing.

<u>Area</u>	<u>Level of Service</u>
Red	Plowed at the discretion of the Department. (In general terms these sidewalks would be plowed when the snowfall is in excess of one inch.)
Green	Same as above.
Bus Stops	On an 'as when as required' basis with priority given to the red areas.
Blue	Plowing will occur on snowfalls of three inches or more.
All other sidewalks	No plowing.

Sanding of Sidewalks

Sanding of sidewalks will be undertaken when icy conditions occur and will be undertaken in the following priorities:

1. Red areas, green areas and bus stops.
2. Blue areas.
3. All others.

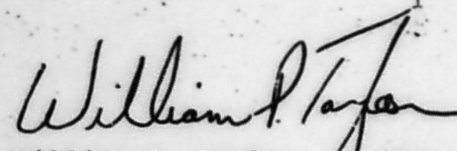
4. a
Councillor D. Culham
April 6, 1981
Page 2

Re: Winter Sidewalk Plowing and
Sanding Policy

It should be pointed out that typical freeze/thaw cycles experienced during the winter months will not be considered as icy conditions, however, spot sanding will be carried out as and when deemed necessary.

This map is located in the Councillors' Lounge and by copy of this memorandum to the Mayor and all Members of Council I am requesting that they review this proposal and submit any comments they have, either additions or deletions, in order that these comments can be discussed at the next Public Works Committee meeting on April 16, 1981.

AEM:dw


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

C.C. Mayor H. McCallion
Members of Council
Mr. E. M. Halliday



MEMORANDUM

4.6

WILLIAM P. TAYLOR, COMMISSIONER
ENGINEERING AND WORKS
To COUNCILLOR D. CULHAM, CHAIRMAN
Dept. PUBLIC WORKS COMMITTEE

From COUNCILLOR LARRY TAYLOR
Dept. WARD 4

April 8, 1981

Re: Winter Sidewalk Plowing
and Sanding Policy

Further to memo dated April 6, 1981 regarding the above, I would like to have the following changes made to be discussed at the next Public Works Committee meeting on April 16, 1981.

From Blue to Red Area

Mississauga Valley Boulevard
Meadows Boulevard (north to Rathburn Road)

To Blue Area

Silvercreek Boulevard
Arista Way
Elm Drive (easterly)
Fairview Road (easterly)

LT

LT:ad

ENGINEERING WORKS & M.S. DEPT.		
RECEIVED FILE		
APR-9 1981		
File To	Initial	Initial
H.P.T.	LT	7/10/81
A.B.Mc		

cc given



CITY OF MISSISSAUGA

MEMORANDUM

To Public Works Committee

From

L.F. Love, Commissioner

Dept.

DATE APR 15 1981

Recreation and Parks

F.05.03.01

CLERK'S DEPARTMENT

April 10th, 1981

P. W. DATE Apr. 16/81

SUBJECT: Park Snow Removal and Sanding Policy

ORIGIN: Public Works Committee, March 19th, 1981

COMMENTS: Recreation and Parks staff for the last three winters have used the following criteria for snow removal and sanding.

NO. 1 PRIORITY

Whenever it snows City Hall, City Libraries, Community Centres, Arenas, Pools, Senior Citizen Centres, and other City owned buildings - a total of 31 sites or locations indicated by yellow dots on the map.

NO. 2 PRIORITY

When snow is in excess of 8 centimetres Park walkways, and underpasses, leading to schools from residential areas through parkland - Parks do not sand or clear snow on Board of Education property. Number of pathway locations are 76 and total length is 23.62 miles. Indicated in red on map.

NO. 3 PRIORITY

Park walkways through parkland which serve as pedestrian flow links, but where pedestrians do have alternate means of getting to their destination by using street sidewalks in front of homes. These walkways are left snow covered and will only be sanded if they pose a definite safety hazard to park users - glare ice. Indicated in blue on map. These trails at times serve as cross country ski trails in the winter. Number of path locations are 52, and total length is 12.70 miles.

The number one priority is done immediately and under normal conditions, the number two priority can be completed on the 2nd or 3rd day. You can appreciate that with continuous snowfalls and freezing rains the walkways may take longer. Many sections of the park walkways have to be sanded by hand and steps

Cont...

Comments

(Continued)

need hand shoveling.

RECOMMENDATIONS:

1. That access to the Public Buildings outlined in the Commissioner of Recreation and Parks report of April 10th, 1981 be cleared of snow and ice immediately after each snowfall.
2. That the main park walkways leading to schools be cleared of snow and sanded only after a snowfall in excess of 8 centimetres.
3. That non-main park walkways not be cleared of snow and not sanded.
4. That all walkways be sanded whenever a severe icing condition occurs, with the main park walkways given priority.



L.F. Love, Commissioner
Recreation and Parks Department
nc
cc: E.M. Halliday

Attach.

<u>PATHWAY SNOW REMOVAL</u>			<u>DISTRICT #1</u>
<u>PARK</u>	<u>CLEANED</u>	<u>NOT CLEANED</u>	<u>TOTAL</u>
J.C. Saddington		2,067 ft.	2,067 ft.
Marina		75 ft.	75 ft.
Cenotaph	162 ft.		162 ft.
Port Credit Library	273 ft.		273 ft.
J.J. Plaus		1,182 ft.	1,182 ft.
Port Credit Memorial		900 ft.	900 ft.
Petrescue	96 ft.		96 ft.
Cawthra	45 ft.		45 ft.
Dellwood	996 ft.	561 ft.	1,557 ft.
Spruce		1,089 ft.	1,089 ft.
Serson		51 ft.	51 ft.
Hiawatha		300 ft.	300 ft.
Laughton Heights	145 ft.		145 ft.
Westacres	552 ft.		552 ft.
Camilla	<u>1,659 ft.</u>	<u> </u>	<u>1,659 ft.</u>
	3,898 ft.	6,225 ft.	10,123 ft.

1.92 miles

<u>PARK</u>	<u>CLEANED</u>	<u>PATHWAY SNOW REMOVAL</u> <u>NOT CLEANED</u>	<u>DISTRICT 11</u> <u>TOTAL</u>
White Oaks	450 ft.	4,020 ft.	4,470 ft.
Lorne Park Library	389 ft.		389 ft.
Lorne Park Hall	150 ft.		150 ft.
Hillside Ease.	280 ft.		280 ft.
Sandgate Ease.	257 ft.		257 ft.
Hindhead Ease.	201 ft.		201 ft.
Clarkson Ease.		129 ft.	129 ft.
Meadow Ease.	495 ft.		495 ft.
Bradley Museum	249 ft.		249 ft.
Kogaydiwin		2,030 ft.	2,030 ft.
Sheridan Creek	4,301 ft.		4,301 ft.
Woodeden	655 ft.		655 ft.
Twin Spruce	309 ft.		309 ft.
Clarkson		140 ft.	140 ft.
Clarkson Arena	1,356 ft.		1,356 ft.
Clarkson Depot	130 ft.		130 ft.
White Oaks Ease.	600 ft.		600 ft.
	9,222 ft.	6,319 ft.	16,141 ft.
			3.1 mi.

<u>PARK</u>	<u>CLEANED</u>	<u>NOT CLEANED</u>	<u>DISTRICT III</u>
City Hall	250 ft.		<u>TOTAL</u> 250 ft.
Gordon Lummis	1,248 ft.		1,248 ft.
Springfield	1,395 ft.		1,395 ft.
Thornlodge	1,380 ft.	300 ft.	1,680 ft.
Brookmede	1,890 ft.		1,890 ft.
Glen Erin Trail	4,263 ft.	960 ft.	5,223 ft.
Kings Masting	4,120 ft.		4,120 ft.
Woodhurst	4,680 ft.		4,680 ft.
Pheasant Run	7,491 ft.	1,200 ft.	8,691 ft.
Sawmill Valley	2,180 ft.	1,718 ft.	3,898 ft.
Millway Gate		192 ft.	192 ft.
Avongate	520 ft.		520 ft.
Sherwood Green		125 ft.	125 ft.
Iroquois	1,023 ft.	1,503 ft.	2,526 ft.
McCauley Green		1,227 ft.	1,227 ft.
South Common	1,535 ft.	2,057 ft.	3,592 ft.
Ivor Woodland		1,430 ft.	1,430 ft.
Mississauga Rd.		1,343 ft.	1,343 ft.
Winston Churchill		1,406 ft.	1,406 ft.
Woodland		100 ft.	100 ft.
Floradale		322 ft.	322 ft.
Taffey			
	31,975 ft.	13,883 ft.	45,858 ft.
			8.69 mi.

PATHWAY SNOW REMOVALDISTRICT IV

<u>PARK</u>	<u>CLEANED</u>	<u>NOT CLEANED</u>	<u>TOTAL</u>
Glendinning	1,081 ft.	459 ft.	1,540 ft.
Riverrun		1,854 ft.	1,854 ft.
Pathfinder		960 ft.	960 ft.
Meadowgreen	2,109 ft.	1,699 ft.	3,808 ft.
Gatineau Green		2,182 ft.	2,182 ft.
Dolphin	681 ft.		681 ft.
Mullett Creek		4,396 ft.	4,396 ft.
Derry Road		711 ft.	711 ft.
Glen Eden	4,990 ft.		4,990 ft.
Maplewood	6,338 ft.		6,338 ft.
Lake Aquitaine	900 ft.	13,190 ft.	14,090 ft.
Aquitaine Trail	987 ft.		987 ft.
Hunters Green	3,153 ft.		3,153 ft.
Settlers Green	3,566 ft.		3,566 ft.
Windwood Trail	660 ft.		660 ft.
Windwood	4,095 ft.	150 ft.	4,245 ft.
Wabukayne Trail	2,007 ft.		2,007 ft.
Lake Wabukayne	3,198 ft.	2,160 ft.	5,358 ft.
Plowmans	4,801 ft.		4,801 ft.
Meadowvale Trail	3,457 ft.		3,457 ft.
	42,023 ft.	27,761 ft.	69,784 ft.
			13.22 mi.

PATHWAY SNOW REMOVAL

DISTRICT V

<u>PARK</u>	<u>CLEANED</u>	<u>NOT CLEANED</u>	<u>TOTAL</u>
Stonebrook	3,642 ft.	960 ft.	4,602 ft.
Brentwood	1,950 ft.		1,950 ft.
Cedar Brae	1,095 ft.		1,095 ft.
McKenzie	1,968 ft.		1,968 ft.
Mississauga Valley Arena	756 ft.		756 ft.
Mississauga Valley Park	1,215 ft.	900 ft.	2,115 ft.
Cherry Hill	870 ft.		870 ft.
Silverthorn		975 ft.	975 ft.
Bloor Athletic	1,335 ft.		1,335 ft.
Dixie Wood		465 ft.	465 ft.
Burnhamdale	672 ft.		672 ft.
Forest Glen	750 ft.		750 ft.
Applewood Heights	1,194 ft.		1,194 ft.
Burnhamthorpe Arena	1,635 ft.		1,635 ft.
Burnhamthorpe Library	1,185 ft.		1,185 ft.
Garnetwood	900 ft.	2,355 ft.	3,255 ft.
Rockwood Trail	3,630 ft.	600 ft.	4,230 ft.
Jaycee		1,302 ft.	1,302 ft.
Willow Creek	230 ft.		230 ft.
Bough Beeches	213 ft.		213 ft.
	23,240 ft.	7,557 ft.	30,797 ft.
			5.83 mi.

PATHWAY SNOW REMOVAL

DISTRICT VI

<u>PARK</u>	<u>CLEANED</u>	<u>NOT CLEANED</u>	<u>TOTAL</u>
Victory	401 ft.		401 ft.
Derry Greenway	294 ft.		294 ft.
Woodgreen	2,061 ft.		2,061 ft.
Anaka	978 ft.		978 ft.
Westwood	1,550 ft.		1,550 ft.
Northwood	1,200 ft.		1,200 ft.
Albert McBride	1,250 ft.		1,250 ft.
Brandon Gate	1,112 ft.		1,112 ft.
Marvin Heights	990 ft.		990 ft.
Ridgewood	200 ft.		200 ft.
Elmcreek	450 ft.		450 ft.
Malton Centre	459 ft.		459 ft.
Elmcreek	450 ft.		450 ft.
Malton Greenway	828 ft.		828 ft.
Malton Arena	825 ft.		825 ft.
Father Nolan	600 ft.		600 ft.
Malton Depot	100 ft.		100 ft.
	13,748 ft.		13,748 ft.
			2.6 mi.

PUBLIC WORKS COMMITTEE

DATE: APRIL 14, 1981

SUMMARY OF UNFINISHED BUSINESS

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
38-81	Eng. & Works	Noise Attenuation Policies	Public Works Feb. 19/81	May 15/81	0
64-81	Eng. & Works	Unnecessary Stop Signs in the City of Mississauga	Deputation by Mr. D. Hoerz at Council on Mar. 30/81	June 12/81	0

CITY OF MISSISSAUGA

M I N U T E S

MEETING #4

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, April 16, 1981

PLACE OF MEETING: Council Chambers at 9:50 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland

MEMBERS ABSENT: Mr. W. Newton (sent regrets)

ALSO PRESENT: Councillor L. Taylor (Item 1)

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. E. McDonald, Director,
Maintenance Engineering
Mr. L. F. Love, Commissioner of
Recreation and Parks (Item 4)
Mr. R. Doyle, Director of Parks (Item
4)
Mrs. B. Garinther, Finance
Mr. L. M. McGillivray, Deputy City
Clerk
Mrs. P. Johnson, Committee Co-ordinator

MATTERS CONSIDERED

1. Report dated March 18, 1981, from the Commissioner of Engineering and Works, regarding the City of Mississauga entering into agreements to maintain some, or all, services for Condominium Corporations. This report was requested by Council at its meeting on January 12, 1981, at which time the following resolution #11 was adopted:-

"That the Commissioner of Engineering and Works prepare a report for the Public Works Committee as to the costs and implementation of assuming responsibilities provided under the "Maintenance Agreement with Local Municipalities" dated December 1978, which allows Councils of local municipalities to pass by-laws for the purpose of entering into agreements with Condominium Corporations for maintaining and repairing roads on the condominium

April 16, 1981

ITEM 1 CONTINUED...

property, clearing and removing of snow and ice from roads on the condominium property, maintaining and repairing sewer pipes, and fire hydrants installed on the condominium property."

Mr. Taylor advised that this report should deal with the feasibility of the City entering into maintenance agreements with individual Condominium Corporations rather than the cost of these agreements. He also stated that the principle in establishing condominiums in Ontario in the mid 1960's was that a condominium unit could be provided to the original purchaser at less cost than a freehold unit, due to the fact that the services and roads for a condominium would not be made public, and that the individual owners would gather together as a group and maintain the facilities for the total Condominium Corporation. Mr. Taylor also advised there now appeared to be growing evidence that Condominium Corporations felt the municipality should be maintaining their services albeit that the majority were willing to pay some amount for this maintenance over and above taxes. In his report, Mr. Taylor outlined four major factors:

- (a) The Public Works Committee must decide if it agrees with the principle of the municipality maintaining the services in Condominium Corporations, and if it does, should this maintenance be at the expense of the individual corporation or at the expense of the taxpayer at large?
- (b) If it is felt that the municipality should maintain condominium services, how high a priority should be given to this maintenance in relationship to the overall City maintenance function?
- (c) If the assumption by the City of the maintenance function is considered to be practical, how does the City of Mississauga involve the Region of Peel in maintaining the sanitary sewers and watermain facilities?
- (d) If the City of Mississauga should decide to take over the maintenance functions at the cost of the Condominium Corporations, there is the cost of administering the billing and collection for these services to the Corporations.

Mr. Taylor felt that no consideration should be given to the City of Mississauga providing the maintenance to a Condominium Corporation or Corporations on a fee basis and also that no consideration be given to the City of

April 16, 1981

ITEM 1 CONTINUED...

Mississauga assuming the maintenance of condominium servicing at the expense of the taxpayers as a whole. Mr. Taylor recommended:

"That the present policy of the individual Condominium Corporation arranging for its own maintenance of roads and services, be continued."

Councillor L. Taylor, who appeared before the Committee, expressed concern regarding the provision of municipal services to condominiums. He stated that in his opinion, condominiums do not receive the same level of service as single family dwellings. He felt that the City of Mississauga should be responsible for maintaining and replacing underground services such as storm sewers and electrical services and that the Region of Peel should be responsible for sanitary sewers and watermains. He also stated that if individual condominium unit owners have to replace any of these services, their costs would be prohibitive. However, it was the general feeling of the Committee that the City of Mississauga should continue with its present policy that individual Condominium Corporations arrange for their own maintenance of roads and services. After further discussion on this item, the Committee endorsed Mr. Taylor's recommendation.

File:B.04.01

See Recommendation #17 (M. Marland)

APPROVED

2. Report dated March 20, 1981, from the Commissioner of Engineering and Works regarding traffic monitoring stations. Mr. Taylor advised that the Ministry of Transportation and Communications and the Engineering Department have been investigating the possibility of entering into a joint traffic monitoring project. It was proposed that permanent traffic monitoring stations would be installed on Lakeshore Road and on Dundas Street immediately west of the Credit River. The traffic monitoring stations would be connected into the Q.E.W. Freeway Surveillance Computer immediately, and in the future, the stations would be connected to the City's traffic Signal Control Computer. The Freeway Surveillance Computer would actively monitor these stations while the ramp metering was in effect, and would collect the count data once a day. The City would be provided with the data collected by the stations. Mr. Taylor also advised that the goal of this joint effort was to share freeway and street network traffic data so that mutually beneficial traffic control strategies could be developed for the

April 16, 1981

ITEM 2 CONTINUED...

Lakeshore Road/Q.E.W./Dundas Street corridor. Mr. Taylor also pointed out that the City would install the vehicle loops and power supply. The Ministry of Transportation and Communications would install and maintain the monitoring equipment and the telephone line rental for a period of one year after the completion of Highway 403 from the Q.E.W. to Highway 401 or until the City had installed a computerized traffic control system. The City's share of the joint project was estimated at \$8,500.00 plus yearly power consumption costs which would be minimal, and Mr. Taylor advised that sufficient funds are available in the 1981 Current Budget for this work. Mr. Taylor recommended:

- (a) That the City of Mississauga enter into a joint project with the Ministry of Transportation and Communications for the installation of Traffic Monitoring Stations to be located on Lakeshore Road and on Dundas Street immediately west of the Credit River at a capital cost of approximately \$8,500.00.
- (b) That the continued participation of the City of Mississauga be reviewed jointly with the Ministry of Transportation and Communications one year after the opening of Highway 403 from the Q.E.W. to Highway 401, or at the time the City of Mississauga has installed a computerized traffic control system.

Councillor Culham advised the Committee that he anticipated an increase in efficiency of 15% to 20% once the computerized traffic control system had been completed. The Committee endorsed Mr. Taylor's recommendation.

File:F.06.01

See Recommendation #18 (M. Marland)

APPROVED

3. Report dated March 10, 1981, from the Commissioner of Engineering and Works, regarding Cable T.V. Administrative Engineering Fees. Mr. Taylor advised that under By-law 10353, enacted and passed by Council on March 26, 1973, being a by-law to authorize and regulate the erection and maintenance of facilities for the purpose of transmitting electrical or electric impulses, signals, and messages, an annual Administrative fee of \$100.00 per cable company had been charged since 1973. At that time, there were 6 Cable T.V. firms operating, and this resulted in a yearly revenue of \$600.00. Since that time, various takeovers and purchases of the operating companies have occurred and at present, there was only one Cable T.V. Company - Maclean-Hunter - in the field. These amalgamations have resulted in the loss of \$500.00 in annual revenue as all

April 16, 1981

ITEM 3 CONTINUED...

applications are now channeled through one agency. Mr. Taylor recommended that By-law 10353 be repealed, and that a new by-law be enacted requiring an annual Administrative Engineering Fee of \$1,400.00. This amount would equalize payment for the number of applications which have been processed for a steadily declining number of companies, and also provide a realistic charge for services required in the future. Mr. Taylor suggested that this fee be reviewed again in 1986. Mr. Taylor recommended:

- (a) That a by-law be passed to repeal By-law 10353 and to require an annual Administrative Engineering Fee of \$1,400.00 for Cable T.V. Companies operating in the City of Mississauga.
- (b) That the Administrative Engineering Fee of \$1,400.00, as authorized in this by-law, be reviewed in 1986.

After some discussion on this matter, the Committee agreed to refer this item to the next meeting of the Public Works Committee scheduled for May 21, 1981, for further consideration.

File: F.04.07

DEFERRED

- 4. Council, at its meeting on April 13, 1981, adopted the following recommendation of the Public Works Committee Report of March 19, 1981:

- (a) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to prepare a sidewalk snowplowing and sanding priority map to be posted in a suitable location at City Hall, and that the Mayor and Members of Council and Committee Members review this map to ascertain if there are any problem areas in their wards concerning snowplowing.
- (b) That Mr. A. McDonald, Director of Maintenance Engineering, be requested to send a memorandum to the Mayor and Members of Council advising them to forward their comments regarding sidewalk snowplowing and sanding priorities to the City Clerk, for inclusion on the Public Works Committee agenda for consideration at its meeting on April 26, 1981.
- (c) That the Commissioner of Recreation and Parks be requested to prepare a map for display at the next meeting of the Public Works Committee on April 16, 1981, outlining the walkways in the City of

April 16, 1981

ITEM 4 CONTINUED...

Mississauga which fall under his jurisdiction and which he is responsible for snowplowing and sanding, and that he also prepare a report regarding the criteria for determining the level of service.

- (d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

Attached to the agenda was a memorandum dated April 6, 1981, from Mr. W. P. Taylor, Commissioner of Engineering and Works to Councillor D. Culham in which he advised that a sidewalk snowplowing and sanding priority map had been posted in the Councillors Lounge in order that members of Council could review the map and submit their comments to the City Clerk for consideration by the Committee at this meeting. Also attached to the agenda was a copy of a memorandum dated April 8, 1981, from Councillor Taylor to Mr. W. P. Taylor and Councillor Culham, setting out his comments regarding the sidewalk snowplowing and sanding policy priorities in Ward 4. The Committee also considered a report dated April 10, 1981, from the Commissioner of Recreation and Parks, which was circulated at the meeting, outlining the sanding and snowplowing of walkways in the City of Mississauga which fall under his jurisdiction. After reviewing the aforementioned reports and maps, the Committee agreed that they would prefer to receive a duplicate copy of each of the maps so that they could review these more carefully and then submit their comments to the next meeting of the Committee. The Committee made the following recommendation:

- (a) That the Commissioner of Engineering and Works provide Members of Council and Committee Members with copies of the maps regarding the sanding and plowing of sidewalks and walkways in the City of Mississauga, prepared by the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks, respectively, in order that they can submit further comments to the next meeting of the Public Works Committee prior to its next meeting scheduled for May 21, 1981.
- (b) That the report dated April 10, 1981, from the Commissioner of Recreation and Parks, be received, and referred to the next meeting of the Public Works Committee scheduled for May 21, 1981, for further consideration.
- (c) That the policy regarding Sidewalk sanding and Plowing in the City of Mississauga be finalized at the next meeting of the Public Works Committee scheduled for May 21, 1981.

April 16, 1981

ITEM 4 CONTINUED...

- (d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

File: F.05.03.02 See Recommendation #19 (J. Newell)

DEFERRED

5. Summary of Unfinished Business relating to the Public Works Committee as of April 14, 1981.

File: A.03.04.06 See Recommendation #20 (D. Cook)

RECEIVED

OTHER BUSINESS

6. The Commissioner of Engineering and Works advised the Committee that he would be circulating to Members of Council and Members of the Public Works Committee the Publicity Programme regarding the new Garbage By-law, once it has been approved by Councillor Culham, Chairman. Mr. Taylor also advised that included in the Publicity Programme would be information informing people on how much garbage can be put out for pickup and how it was to be bundled, according to the Garbage By-law.

File: F.05.04.01

7. The Commissioner of Engineering and Works stated he wished to review the new Engineering Agreement with the Committee at its next meeting on May 21, 1981. Mr. Taylor advised that he would provide Committee Members with a copy of this Agreement for review, prior to the next meeting of the Committee.

File: B.02.01

8. Councillor Culham suggested that perhaps the Commissioner of Engineering and Works could provide members of the Public Works Committee with a chart showing the various Work Districts in the City of Mississauga and also indicating the Supervisor responsible for each District. Mr. Taylor agreed to provide the Committee Members with these charts, however, he cautioned members that any

April 16, 1981

ITEM 8 CONTINUED...

inquiries regarding these Districts should be channelled through the City Works Department and not through the individual in charge of the District.

File: F.05.01

9. The Commissioner of Engineering and Works advised the Committee that he would be preparing the construction standards required for servicing condominium developments in the City of Mississauga for the next meeting of the Public Works Committee on May 21, 1981.

File: B.04.01

10. The Commissioner of Engineering and Works advised the Committee that he felt it would be appropriate to review the Watershed Study in September, 1981. Mr. Taylor stated that his main concerns are as follows:

- (a) storm and water problems
- (b) storm water management

Mr. Taylor also felt that the Committee should be made aware of problems encountered by the Engineering and Works Department concerning this Study.

File: F.03.04

RECOMMENDATIONS:

As per report No. 4-81

ADJOURNMENT:

11:25 a.m.

Rae Johnson
COMMITTEE CO-ORDINATOR

PUBLIC WORKS COMMITTEE

APRIL 16, 1981

REPORT NO. 4-81

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

17. That the present policy of the individual Condominium Corporation arranging for its own maintenance of roads and services, be continued.

(38-17-81) B.04.01

18. (a) That the City of Mississauga enter into a joint project with the Ministry of Transportation and Communications for the installation of Traffic Monitoring Stations to be located on Lakeshore Road and on Dundas Street immediately west of the Credit River at a capital cost to the City of approximately \$8,500.00. per annum.

- (b) That the continued participation of the City of Mississauga be reviewed jointly with the Ministry of Transportation and Communications one year after the opening of Highway 403 from the Q.E.W. to Highway 401, or at the time the City of Mississauga has installed a computerized traffic control system.

(38-18-81) F.06.01

19. (a) That the Commissioner of Engineering and Works provide Members of Council and Members of the Public Works Committee with copies of the maps regarding the Sanding and Plowing of Sidewalks and Walkways in the City of Mississauga, prepared by the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks, respectively, in order that they can submit further comments to the Public Works Committee prior to its next meeting scheduled for May 21, 1981.

- (b) That the report dated April 10, 1981, from Mr. L. F. Love, Commissioner of Recreation and Parks, be received and referred to the next meeting of the Public Works Committee scheduled for May 21, 1981, for further consideration.

April 16, 1981

ITEM 19 CONTINUED...

- (c) That the policy on Sidewalk Sanding and Plowing in the City of Mississauga be finalized at the next meeting of the Public Works Committee scheduled for May 21, 1981.
- (d) That any amendments to the Sidewalk Sanding and Plowing Policy be considered by the Public Works Committee prior to being implemented.

(38-19-81) F.05.03.02)

- 20. That the Summary of Unfinished Business relating to the Public Works Committee as of April 14, 1981, be received.

(38-20-81) A.03.04.06